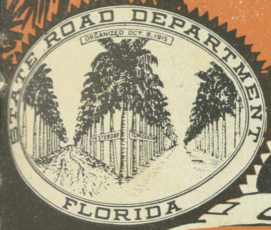


# FLORIDA

## Highways



Official Publication of

STATE ROAD DEPARTMENT OF FLORIDA — FLORIDA HIGHWAY PATROL

VOLUME 10  
NUMBER 2

### PLEDGE TO THE FLAG

I pledge allegiance to the Flag of the United States of America and to the Republic for which it stands, one Nation, indivisible, with liberty and justice for all.

Another, and more substantial, pledge of allegiance to these United States may be made by the purchase of Defense Savings Bonds and Stamps. The Florida State Road Department and the Florida State Highway Patrol, for which this magazine is official publication, urge all members and employees to buy to the hilt. Your bond may be the one to make a shell to drop a Hun, or, mayhap, the little trap to catch a Jap.





Every Best Wish To . . . .

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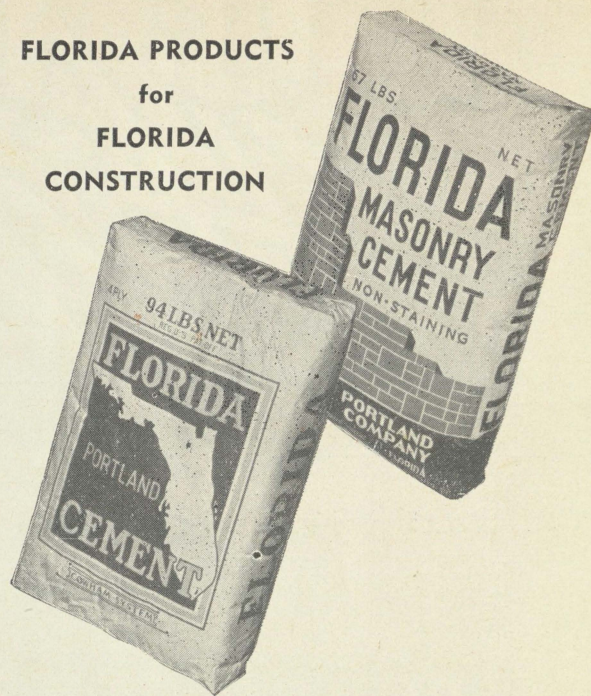
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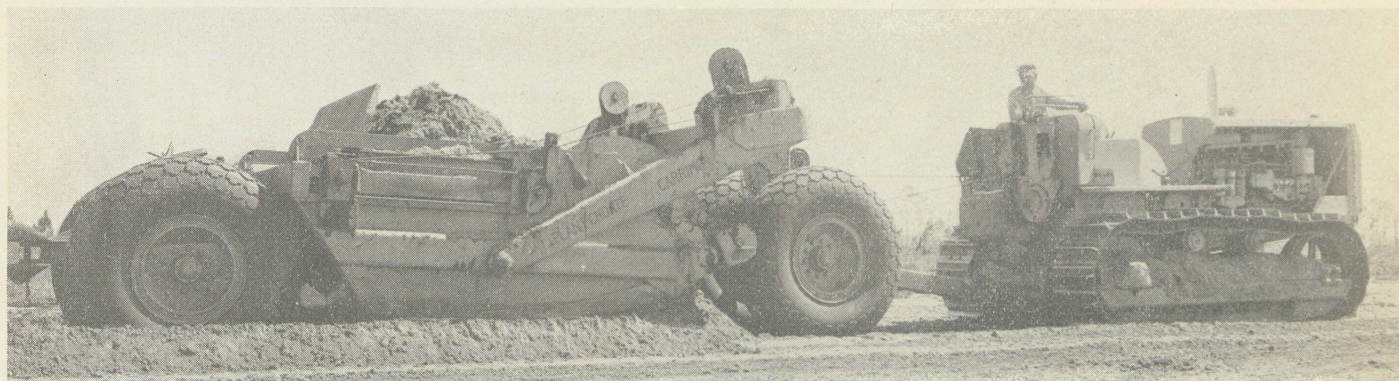
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# FLORIDA HIGHWAYS

STATE ROAD DEPARTMENT  
FLORIDA HIGHWAY PATROL

VOLUME 10

JANUARY 1942

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improvement of Florida highways, to traffic safety, public education and all that these imply  
in the future development of all of Florida's resources and possibilities. Not published at  
State expense.

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## SUBSCRIPTION PRICE ADVANCES TO \$2.00

Due to mounting costs of book papers and labor, the subscription price of *Florida Highways* will be advanced to \$2.00 for yearly subscriptions, 25 cents for single copies, beginning March 1, 1942. Subscriptions received before that date will be accepted at the present rate.

The circulation of *Florida Highways* has more than trebled its original list in the last six months, and its advertisers show an even greater increase, there being approximately 200 advertisers in this issue.

The publishers are appreciative of the response made by both subscribers and advertisers, proving the necessity of the State Road Department having its own independent official publication. In this connection, both readers and advertisers are advised that there is no other official magazine published or sponsored by either the State Highway Department or the State Highway Patrol, neither are there any "successors" to *Florida Highways*.

## FLORIDA ROAD DETOUR MAP

The official detour bulletin map carried in center of this magazine is to be snapped out and folded down to pocket size. This will be a regular monthly service to readers of the magazine and 25,000 additional maps will be mailed monthly to travel agencies, tourist bureaus and inquirers interested in the State.

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# EDITORIALS

## All Out In Florida

**B**IG industrial States of the East may be turning out the actual shot and shell to be hurled at the Germans and Japs but, proportionately, they are not doing more to win the war than Florida.

Headed by Governor Holland, active head of many war activities and honorary chairman of others, himself a veteran of the first World War in which he was awarded the D.S.O., and Mrs. Holland, taking an energetic part in many lines of war endeavor and civilian organization, all Florida appears to be fully aware of the National emergency and busily engaged in both defensive and offensive measures. These include activities for the health of our people, for the production of essential foods, for the training of civilian, military and naval personnel, and, for the manufacture of actual war materials and equipment.

Florida's official participation in the defense movement during the month was highlighted by Governor Holland's announcement that the State has placed its operations on all-cash basis the better to cope with financial stringencies that may arise during the war. Supported by the comptroller, the governor has decreed that money will not be committed for expenditure unless it is already on hand or due from certain guaranteed sources.

The new year started with a cash balance in the general revenue fund of the State treasury, from which most State operations are financed, and both the governor and comptroller, who sign all of the checks, have agreed that a balance will remain there. In addition, they have launched a campaign to collect delinquent intangibles taxes and other taxes which are overdue. Before they have finished the campaign will go into every county of the State and is expected to net more than a million dollars.

Other official war activities of the State include announcement by Dr. J. J. Tigert of the University of Florida of graduation from the university in three years or less and admission of high school students prior to high school graduation. They also include special or intensified activities of the Industrial Commission headed by Boyce A. Williams, of the State Marketing Bureau headed by William L. Wilson, of the Agricultural Department headed by Nathan Mayo, of the State Road Department headed by Thomas A. Johnson, of the Conservation Departments headed by C. E. Rice and Dr. I. N. Kennedy, and of the Florida Motor Patrol headed by Jesse J. Gilliam, and other State agencies as well as of all branches of the Federal agencies in this State.

Director Wilson of the State markets has just issued a statement showing that a daily average of 40 cars of beans and 10 to 15 cars of peppers have been moving

from one south Florida market and that this movement will steadily continue and increase. Potato production will shortly be at its peak, great acreage of cabbage, lettuce and other truck have been planted in response to the all-out appeal from Dr. Wilmon C. Newell. Florida cattlemen have been urged by Governor Holland and L. M. Rhodes, State marketing commissioner, to increase their production and improve their methods. The latest government estimate of the citrus fruit crop in Florida places the orange production at 84,726,000 boxes as compared to 84,482,000 a month ago, 84,082,000 for the 1940-41 season and 60,283,000 for the 10-year average. If it is true that an army travels on its stomach, Florida can help to carry it a long, long way.

Volunteer and civilian war activities in Florida compare favorably with that of any other State. As a matter of fact, this State is out in front in a number of activities. Its list of volunteers in both the Army and Navy is growing daily amid crowded conditions at recruiting offices.

Inspired by the courage of the Nation's No. 1 hero, Florida's own Capt. Colin P. Kelly, Jr., of the United States air force, who gave his life for his country in the early days of the war, Florida's youth is marching into the conflict from every city, town and hamlet in the State. Many have been the instances in which whole football teams appeared at enlisting offices while many families have sent all of their sons into the war. Latest instance of the unanimity of families in patriotic feeling is the enlistment in the air corps at Tampa of Donald, Edgar and Carroll Tolle, sons of Prof. Edgar E. Tolle, Sr., of Southern college.

Civilian war activities in Florida extend from the knitting of socks and sweaters by those too old for more strenuous duty to service in one, two or more of the defense units designed to protect the State from surprise attack. Local governments have joined in enacting blackout laws, ordinances to more amply protect the owners of coveted articles now rationed by the Federal government, and other local legislation to assist and further war endeavor. County commissions and chambers of commerce have joined by providing funds for first-aid stations. Efforts are being made to remove State barriers to further the movement of Florida truck and citrus fruits to other States and to eastern and northern markets. One Florida bank set a fine example by subscribing a fund for the aircraft crew that first destroys a Japanese aircraft carrier. Test demonstrations throughout the State have found hearty cooperation of all citizens.

Florida citizens have always done their part in every war. The war against the gangsters of Hunland and the Land of the Rising Sun (soon setting) will be no exception.





# FLORIDA FOURTH ESTATE

## Florida Outlook

The State of Florida began the New Year with a happy outlook. For the first time in four years the State's general fund was "in the black" on Jan. 1.

Looking back over 1941 State agencies saw citrus fruits sold at the highest prices in several years; summer tourist business was at a record with Chairman Hunter Johnson of the Hotel Commission reporting the current season as developing fast with indications of turning into a record-breaker; beef cattle demands were the heaviest since 1898, with grazing lands going at premium prices; naval stores prices touched the highest point since the first World War.

Another encouraging sign was the report that old-age assistance, blind and dependent children funds ended the year with ample balances, with revenue increasing daily. Significantly the Industrial Commission showed a balance of \$14,871,108 in the State unemployment compensation fund, nearly \$3,000,000 more than in 1940.

Tht road department took in cash revenues amounting to \$19,750,000 compared with \$16,853,518 for 1940.

Governor Holland makes no overstatement when he assures the people of Florida that their "State government is in the best position to carry on that it has enjoyed in years." Nor are the people unmindful that the governor had a large hand in bringing order to the State's finances.

As the year opens, however, all of us realize that sacrifices must be made, that the exactions of war will be reflected in the State's revenue.

Clearly tire rationing will cut deeply into the revenues derived from gasoline taxes—the largest single item in the State's income. How much other revenue sources will be affected only events can determine.

As Americans and Floridians we start the year with confidence and determination, hopeful with Governor Holland that "the State will be able to go forward with programs planned, and that Florida business will not suffer reverses."—*Miami Herald*.

## Increased Advertising

The Ocala chamber of commerce advertising campaign, which brought in over 6,000 inquiries last year, was so successful that this year the advertising budget has been increased to \$7,500 and will include schedules in northern newspapers reaching some 17,000,000 readers. As the old saying has it, "them as goes after it, gits."—*Sanford Herald*.

## Stepping In A Puddle

Governor Holland was smeared with mud on a hunting trip but it was non-political.—*Titusville Star-Advocate*.

## No Money, No Spending

Governor Holland and Comptroller Lee, those faithful watchdogs of the Florida treasury, have adopted the only correct program for expending State funds during the emergency. They are agreed that all expenditures will be on a strict, all-cash basis, with operations as economical as possible.

No more will public funds be spent in anticipation that the money will be in sometime later. Unless it already is at hand or due from guaranteed sources within a reasonable time, proposed purchases will not be made.

It is a commendable program and one which is sure to be appreciated by every taxpayer. After all, the Nation's needs come first, so Florida expenditures should be held to an absolute minimum to enable Floridians to meet the new Federal taxes which are and will be felt by everyone.—*Tampa Tribune*.

## No New Road Man

The recent appointment by Governor Holland of C. Fred Ward of Winter Park to membership on the State Road Department was a happy choice.

For fifty-five years a resident of Orange County, Mr. Ward has served five terms as mayor of his home town, has represented Orange County in the legislature and for more than a quarter-century has been one of the leading exponents of good roads in Florida.

His knowledge of good roads programs and wide acquaintance with the State's highway system, coupled with energy and foresight and genial manners, will make Member Ward of unusual value in the department and strengthen the road board.—*Bradenton Herald*.

## It's All At Home

A fellow just home for a few days from Camp Blanding says he never knew there was any problem about army morale until he talked with some of the folks at home.—*Sanford Herald*.

## Grit and Grist

Wonder if Governor Holland's grit comes from eating grist, which he says Mrs. Holland serves either at dinner or supper each day!—*Key West Citizen*.

## Nonpartisan

The promotion of careful driving must go on ceaselessly if our highways are to be made safe—for both the Democrats and the Republicans.—*Times-Union*.

## Spats, Too

Well-dressed men should have 10 suits—fashion note. Some lawyers dress well on one.—*Bradenton Herald*.

## Toward Better Officers

Recently Governor Holland suspended a constable at Tampa for misfeasance in failing to enforce the laws against gambling and malfeasance for alleged misuse of his office.

It occurs to us that a consistent policy of this kind towards officers derelict in law enforcement and using their offices to shield law infractions would be a short-cut towards better enforcement.

All police laws can be enforced, but those which can be violated profitably are often not enforced, which leads inevitably to the conclusion that those whose duty is enforcement are somehow beguiled from it.

The mere operation of illegal places and devices is visible evidence of official connivance and the quicker that conclusion is followed by removal the better.—*Orlando Sentinel*.

## Hound Dog Roads

Florida's highway policemen can do the motoring public a nice service if they will keep an eye out for ill-placed and misleading highway signs. There are localities in the State where a hound dog couldn't find his directions.—*Melbourne Times*.

## Night Driving

The Supreme Court has held that going to sleep at the wheel of an automobile is criminal carelessness. So the next time you plan one those 400 miles, non-stop, all-night automobile trips, consider the possibilities.—*Sanford Herald*.

## Valuable Document

Having paid twice as much for a new driver's license it is now important that we be twice as careful to keep it.—*Clermont Press*.

## Starting From Scratch

We are glad to learn that the boys at Blanding are receiving their "winter woolens." But the trouble is going to come in getting them to wear 'em.—*Sanford Herald*.

## Not Hay

Each salvo of the new battleship *North Carolina* cost taxpayers \$24,750. That's what's meant by the term "financial boom."—*St. Petersburg Times*.

## Hot Stuff!

While the world is burning down around the ears is no time to refuse to help the firemen because one of them wears a red shirt.—*Lake Wales Daily*.

## Page Mr. Ickes

One thing they can't ration is Florida's climate and sunshine.—*Titusville Star-Advocate*.



# Florida's School To Stop Crime . . .

AT THE Florida Industrial School for Girls, Ocala, 100 girls have come to a stop-sign on a road of juvenile crime.

Children they are in age only. These girls of 12 to 18 have lived a lifetime of experiences in a few years. From broken homes they come, from criminal homes, from hobo "jungles," from poverty—they are hitchhikers, school truants, "jook" girls, feminine "Dead End kids"—

Here in a correctional institution without high fences or steel bars they are pointed out a new road, a road of good citizenship.

Committed by Florida's courts, as delinquent and incorrigible, the girls of F. I. S. serve an indefinite term. They earn parole as a reward for good behavior, usually in a year. While here the "students" attend school, take part in a busy round of activities and help with the maintenance work of the institution.

In cooking, sewing, dairy work and housekeeping they are prepared for their future homes. In beauty culture, typing and an academic education, they are prepared for respectable careers. Physical examinations and medical treatment build healthy bodies. Religious education and hobby clubs build healthy minds. Self expression is encouraged, and recreation occupies a significant place on the institution's program.

Leaving the school many of the girls are paroled into new surroundings. Some go to relatives in distant parts, where they can "begin again." Some return to their parents. Some, without parents or relatives, are placed in wage-homes. Many continue with their school work. Many seek employment in general house work, restaurant work, laundry work, or maid service. The majority marry during their first year on parole and their "delinquency" is lost in the job of making a home.

At least 90 percent of the Industrial School girls are not seen in the courts again, after one commitment. None of the women inmates of Raiford State Prison have previous records at F. I. S.

A hard-surfaced road passes thru the campus of the State Industrial School. It circles by six brick and stucco buildings—a school house,



By Lula C. Skipper

Superintendent  
Florida Industrial School for Girls

administration building and dormitory. Sina Kite dormitory. Cottage One dormitory, dining room and hospital. Oaks and palms shade the trim lawns. Squirrels scamper in the pecan trees. Flower gardens are gay splashes over the grounds.

In one corner of the campus perhaps some girls in brightly colored uniforms are playing volleyball. Perhaps two younger girls are roller-skating on the road. Perhaps a whistle blows, and a "crew" hurries toward the chicken yard. Eggs must be gathered and milk strained. Groups of girls relax in little informal clusters about the porches, lawn chairs, see-saws. Perhaps they are discussing the coming "Skit Nite," or their project in Girl Scouts—or the ever present subject of "I am four weeks in third group," and, "I will have my record made in nine weeks, if I don't get a check."

Beyond the buildings reaches the 180-acre farm. Much of it is planted to crops that aid in the support of the institution.

The Florida Industrial School for Girls was established by an act of the legislature on June 3, 1915. During the summer months Ocala was selected as the location. J. C. Lanier, chief probation officer of Duval County, brought the first three girls to a spacious State Home on Ocklawaha street in December; and in 1916 the present site, outside the city limits, was taken. Construction began on the administration building.

Citizens of Ocala recall early days of the school, days when a handful of blue-coated inmates walked into Ocala each Sunday morning to attend church. Columns of the *Ocala Evening Star* make brief references to those first months of the institution. On August 24, 1915, the *Star* reports, 'midst news of the European war: "About two weeks ago, shortly after the visit of Comptroller Knott to Ocala, there appeared in the *Gainesville Sun* a notice saying that Mr. Knott had been to this city to make preparations for the establishment of the State Industrial School for Girls at Marion Farms." Later Marion Farms, already State property, was to be taken for the site.

Marcus Fagg, of the Children's Home Society, had a lively interest in the founding of the girls' school. "I called it to the attention of officials that it was not wise for both boys and girls to be housed in Marion," he remembers. J. C. Lanier of Jacksonville, credits the State Federation of Women's Clubs, juvenile court judges, and probation officers with arousing sentiment for the founding of the institution twenty-five years ago.

"There are many interesting stories that could be told about the passage of bills in the legislature, the securing of the first buildings and the continued growth of the school," declared Mr. Lanier.

Entering the modern school of today, a girl is first given a physical check-up, and remains in the hospital for a two-weeks' period of quarantine. Treatment for social diseases is given. At present it is necessary for five girls from an enrollment of 95 to be "on treatment." Expectant mothers, of which there is also a low average, are given medical attention until arrangements are





A view of the weaving class conducted for the girls to teach them how to make their hands useful. Many of them become expert at weaving to make it a lifetime profession or to cherish it as a hobby after they become successful housewives or enter business.

made, through their county judge, for placement elsewhere.

The "new girl" is immediately outfitted with a set of uniforms, blue for work, red, yellow, pink, green for school; and selects two print dresses for school and special occasions.

From the hospital the student moves to one of three cottages. She is then assigned to "crew" work duties. She is given group mental and placement tests, and enters school at the level in which she can work best. If the girl shows high school ability she may take up commercial training or beauty culture. If she falls below she may take weaving or sewing.

Largest classes are the sixth and seventh grades, fanning out toward the third and tenth. Added this year is a full academic program thru the tenth grade.

The new student is placed in a Sunday school class according to her age and grade level. She selects a "hobby" group. Hobbies may be art, handcraft, dramatics, nature study, fancy work, current events,

homemaking and child care, hygiene.

The Girl Scout troop meets at the same hour weekly, also the staff of the monthly magazine, "The Acorn." The Scout organization at F. I. S. is a year old, and is one of the first correctional institution troops to be recognized by National Girl Scout headquarters.

Outstanding as extra-curricular activity is the Glee Club, formed during music periods at school. The Glee Club is a busy group, especially on such occasions as Thanksgiving, Christmas and Easter, and appears frequently on programs of churches and clubs in Ocala.

The new girl during her first week is introduced to another student activity, the Student Government council. This council of seven girls, elected by students, functions as a law enforcement unit. The group meets weekly, hears "cases" submitted by instructors and other girls, and aims to "help each student make her record." Newcomers on the campus are called before the council for advice. Here the school rules are explained

and questions may be asked. Emphasis is placed upon five points on which the earning of parole is based—obedience, courtesy, attitude, neatness and initiative.

Becoming a part of the school program, the new girl finds herself adjusted to a routine of work, study and play. Taking her place are other "new" girls, for the population of the institution is a shifting one, with girls coming and going nearly every week.

A tour of the Industrial School campus would take a visitor first through the school building. Here are four school rooms, where all grades attend; the sewing room, where girls help in making dresses, uniforms, and linens; the weaving room, where rugs and scarfs roll off the six floor looms. Beauty parlors, library, commercial room and auditorium, complete the building.

The auditorium is a setting for a variety of school gatherings. Students meet here for weekly assemblies and religious services. There are costume parties, game nights, minstrels, educational movies and vis-





The Glee Club, an organization which has won fame for the school and furnished diversion for the girls. Other diversions include sports, costume parties, minstrels, educational movies and visiting talent programs.

iting talent programs. A special recreational activity is planned for weekends and the group attends a monthly movie in Ocala.

Added to this are annual outings, picnics and parties, for definite groups, such as the Girl Scouts, Glee Club and Honor Roll.

The administration building, oldest campus building, houses the school office, and a double dormitory. The dormitories, one dressed up in pink curtains and spreads, the other in blue, are each neat rows of fifteen beds.

Next on the campus is Sina Kite, largest cottage, and home of over forty girls. In this two-story building girls have rooms of their own, two in a room. The rooms boast waxed floors, smooth white beds and gay little clippings of movie stars that look out from the edge of dresser mirrors.

Cottage One, nearby, is another dormitory. Here are spotless rows of beds, many dotted with fluffy boudoir dolls and elephants.

Students troop eagerly to the dining hall across the campus road three times a day. Plenty of milk

and healthful foods make a record in poundage. The average gain in weight for each student is fifteen or twenty pounds. The school is proud of its newly equipped kitchen, where fresh paint and shining gas stoves make for cheerful working conditions.

East Hall, the hospital building, marks the eastern boundary of the campus. Here a nurse is on duty daily, and a doctor is "on call." In the sterilized operating room tonsils are removed and minor surgical treatment given. Students are taken to Ocala for dental care, for examinations by specialists, or for major surgery.

A typical day at F. I. S. begins with the clang of the "rising bell" at 6:00. At 6:30 "crews" on the dairy and kitchen go to work. On laundry days the laundry crew tackles giant bundles of uniforms, dresses and linens. Washers churn and splash. Extractors hum. Pressers slap up and down. All day, twice a week, the laundry buzzes with activity.

A bell at 7:30 calls the campus to breakfast. Afterwards rooms and

"dorms" are cleaned. Then at 9:00 the school gong sounds. All girls not on "crew work" report for study. This divides the student body into "odds" and "evens," with the evens in school (4th, 6th, 8th, 10th grades) on the days the odds (3rd, 5th, 7th, 9th grades) are at work. Thus a girl attends school and works on alternate days.

School work is planned on an individual contract and unit system. In this way the girls progress at the speed that is within their comprehension, and by diligent work may complete their work rapidly and go on to higher studies. This also cares for the continual entrance of new students during the year, each girl beginning on "Assignment One," although some in the same room may be quietly working on projects connected with "Assignment 20," and some "Assignment 10."

School is out at 3:15. From this time until 4:00 a directed program of athletics is a daily feature. Now is the season of basketball and volleyball. Later will come soccer, track, baseball, and swimming.

(Continued on page 32)



# Sour Note In Sugar Production . . .

By Frank Ferguson

**A**T THIS time, when it appears that we may be forced to count the lumps of sugar we put into our morning cups of coffee, it is particularly interesting to remind ourselves that Florida, and other continental United States sugar-producing areas, could in time produce all the sugar requirements of this country while, in actual fact, it is permitted to produce, because of Federal restrictions, less than one percent of the Nation's sugar consumption.

Of the 2,000,000 acres of highly productive muck land in Florida peculiarly adapted to the production of sugarcane, there are 200,000 acres in the Lake Okeechobee region alone which could almost immediately produce 600,000 tons of sugar annually at a lower cost than any sugar-producing area now supplying the United States market.

If Okeechobee were permitted to produce this amount of sugar it would provide direct employment to over 100,000 heads of Florida families with an income of over \$70,000,000.

With war in the Philippine Islands and Hawaii, which now ship in 29.45 percent of the United States' sugar, and the 40.54 percent produced in Puerto Rico and Cuba subject to the perils of sea raiders (this makes a total of 69.99 percent of our supply), it appears high time that something was done about the Federal law restricting sugar production in this country.

Distillers and soft drink manufacturers are now under a rationing program in the matter of sugar. While some will say that the Nation can get along without whiskey and soda pop, there's no telling how soon the reduction in sugar consumption will be forced on the many other industries and needs to which that commodity is essential.

Under the Sugar Act of 1937 which went into effect in September of that year, Cuba is guaranteed her home market and over 29 percent of the United States sugar market coupled with gifts from the American people equal to more than Cuban purchases of all American products. (On January 4, 1941, the price paid c.i.f. at seaboard ports in the United States for raw sugar from Cuba was \$2.00 cwt., or \$2.90 cwt. duty free, whereas the world price on that date for Cuban raw sugar was 70c cwt., f.o.b. Cuba, as established by the sugar committee of the New York Coffee and Sugar Exchange.)

Under this act the Philippines are guaranteed their home market and over 15 percent of our sugar market, the proceeds from which are spent with other like low-standard-of-living countries.

Under this act Hawaii is guaranteed all of her home market and 14 percent of our market. Puerto Rico is guaranteed all of her home market and 12 percent of our market.

## BITTER SWEET

*"Whatever limits farm production  
limits farm employment"*

\* \* \*

The above is a quotation of Henry A. Wallace, then Secretary of Agriculture, now Vice President of the United States. Florida is an agricultural State. Hundreds of thousands of its citizens are engaged in agriculture and other hundreds of thousands are employed in industries which are dependent upon agriculture.

The State is presented with a difficult situation—a situation made more impossible by the fact that this Nation is at war and that Congress demands that 69.99 percent of its sugar supply come from areas which are either in the war zone or whose shipments may be subjected to war raiders.

Here is how the United States gets its sugar:

15.41 percent from the Philippine Islands, now under bombardment and attack by the Japanese;

14.04 percent from Hawaii, besieged by Japanese raiders and airplanes;

11.94 percent from Puerto Rico, now being studded with ammunition dumps and subject to attack;

28.60 percent from Cuba, off-shore area with supply lines subject to raiders, to which the U. S. pays more for sugar than the world price, an amount totaling more for this one product than all the money spent by Cuba for all American products;

23.19 percent from beet sugar producers;

5.36 percent from Louisiana producers;

0.94 percent from Florida producers capable of growing practically all of the sugar requirements of the entire Nation.

\* \* \*

Florida sugar money stays in the United States, buys American products from American industries made by American labor, and adds to American progress and prosperity.





This view of workmen cutting cane in the Clewiston fields indicates to what height the plants grow. The cane cutters work in gangs under their own leaders, loading the cane on wagons which transport the cane to the railroad cars bound for the sugar house. Cane planted in August and September will be harvested after October of the following year, when it has reached an age of 13 to 14 months. Just how many cuttings can be made from one planting is not known, but as many as 10 to 12 ratoons have been obtained from some fields. The improved varieties of sugarcane that have been developed by the USSC during recent years indicate that it is presently profitable to replant about every fifth year. With more ideal cane and better cultural methods being developed in the Everglades, it is expected that the present average life of plantings may be profitably doubled or trebled in the future.

Under this act Florida is restricted to less than 1 percent of the Nation's sugar requirements and even is prohibited from filling the sugar bowls of its own citizens and visitors within the borders of the State.

While we have no particular brief against Cuba, or the Philippines, or Hawaii, or Puerto Rico, or against the beet sugar people who supply 29.19 percent of the U. S. consumption, or against the Louisiana producers, who produce 5.35 percent, we do have a keen interest in seeing Florida get what is coming to her and a deep feeling that the Federal sugar quota is doing the State a lot of harm.

Although never allowed to put into practical effect because of the government-controlled quota system, theoretically the most efficient operating unit for the growing and processing of sugarcane in the Everglades of Florida is a unit based on 30,000 acres of sugarcane; a sugar house with a 6,000 ton daily grinding capacity, auxiliary machinery, equipment and the necessary housing facilities to accommodate at least 6,000 heads of families. The direct capital expenditure for such a unit would require \$15,000,000.00 with subsequent annual operating expenditure of over \$5,000,000.00.

It has been falsely stated that the sugar industry in the Florida Everglades has been granted considerable increases under the existing Federal restrictions. Ten years ago there were 23,000 acres of land planted to sugarcane in the Everglades. There was not a single acre grown by independent sugarcane farmers. Today there are 27,500 acres planted to sugarcane. 2,500 acres

of which are grown by independent cane farmers, but Federal restrictions limit the marketing of sugar from the production of the United States Sugar Corporation and the production of the independent cane farmers of the Everglades to the product of only approximately 15,000 acres for the calendar year of 1940.

The allotments under the Sugar Act of 1937 are made on historical basis. The sugar producers of the Everglades were prohibited by law from marketing more than 61,121 tons of sugar during the year 1940. It is a strange kind of increase that Florida has been granted when considered that it could market sugar from only 15,000 of its 27,500 acres planted into sugarcane. No recognition has been given to increases in productiveness. The United States Sugar Corporation, through extensive research resulting in development of canes particularly adapted to climatic conditions and soils of the Everglades, improved methods of cultivation, drainage and water control, has increased its production of sugar from an average of one and a half tons of sugar per acre-year ten years ago to an average exceeding four tons of sugar per acre-year today.

The United States Sugar Corporation has long advocated the permanent removal of Federal restrictions on the production and marketing of sugar in the continental United States. It is a deplorable condition when independent farmers are deprived of what should be their American right to plant sugarcane and produce sugar therefrom when over 70 percent of our Nation's





This train of loaded cane wagons, pulled by a caterpillar-type tractor capable of going over soft ground without sinking in, is bound for the railroad tracks where the cane will be weighed as it is transferred to railroad cars. The railroad is owned by the corporation and consists of several miles of track, a fleet of seven locomotives and 400 cane cars. The cars, of standard gage, were especially built for cane transportation and hold the equivalent of six of the cane wagons shown in this picture. Several times a day the locomotives make the rounds of the plantations, dropping off empty cars and picking up loaded ones bound for the sugar house.

Below are pictured a group having fun during the harvest season but their efforts will make little impression on the cane that will eventually find its way into the sugar mill. Also is pictured one of the loading hoists which weighs the cane as it transfers it from the field wagons to the railroad cars. The cane is weighed again at the mill before being dumped into the grinders which can take care of an entire carload at one dumping.

sugar requirements are imported from low-wage, inefficient foreign countries and offshore areas. The American market should belong to the American producer.

Much of the flat and treeless, except for those trees planted by man, expanse of land in the USSC holdings was prepared for cultivation by H. A. Bestor, chief drainage engineer. The organic muck and peat soil, formed of the decay of marsh vegetation and silt carried in by flood waters, is varying in depth up to 10 to 12 feet.

Reclamation came through cooperation of the State of Florida, the Everglades Drainage District, the Lake Okeechobee Flood Control Board and local sub-drainage districts. The landowner cares for the expense of this undertaking by paying an annual tax to meet obligations. This obligation was greatly reduced recently through the offices of Governor Holland and a special arrangement perfected with bondholders.

The system of canals includes main waterways spaced

at two-mile intervals with a maximum water haul of six to eight miles, and lateral canals spaced at half mile intervals and one mile in length. The pumping system is relatively simple, the units ranging from 30,000 G.P.M. to 60,000 G.P.M., powered by Diesel engines of 80 to 180 horsepower.

After water is taken from the soil through drainage operations brush and weeds supplant the water-plant growth and the land must first be cleared of this growth. Weeds growing 10 to 14 feet in height are run down by a specially designed chopper. Grubbing crews follow to remove and burn the heavy growth and the remaining stubble is turned under by disc plows.

Each standard section of land is divided into eight 80-acre planting fields and field ditches are installed by a trencher cutting a channel 4 to 5 feet wide at the top and two feet wide at the bottom and of a depth of five feet. They are spaced at quarter mile intervals and are of a like length, connected to district laterals by culverts, making the banks of (Continued on page 33)

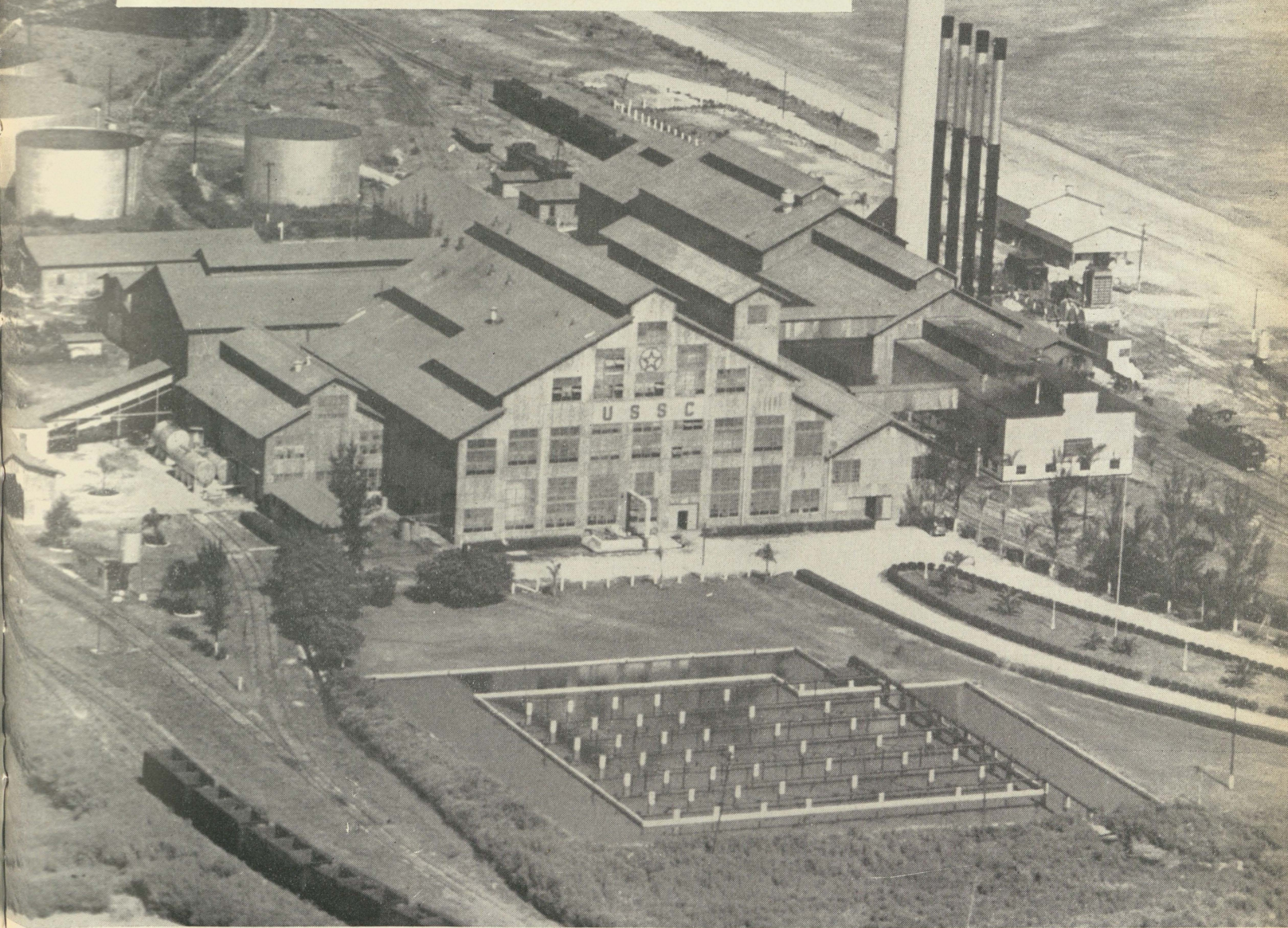




## Largest In United States

THIS is the United States Sugar Corporation sugar house at Clewiston. It is the largest in the United States. Few in other parts of the world are larger and none more efficient. It is here that the sugar is extracted from cane grown on the great Everglades plantations.

The site of the sugar house and appurtenant structures and facilities covers an area of approximately 90 acres and adjoins the city limits of Clewiston. It has a grinding rate of more than 6,000 tons of cane per day. The grinding season is limited, because of Federal restrictions, but normally extends from the middle of October through the middle of May. The management reports that this sugar house has a demonstrated capacity to grind, in a normal season, 1,150,000 short tons of cane, which with average Everglades yields, would result in the extraction of over 126,000 tons of 96-degree raw sugar, which is enough for quite a few cups of coffee.





# Florida on Parade at The Fair . . .

By Jack Malone

FLORIDA'S response to America's appeal for more and better agricultural products will be graphically reflected in the most comprehensive exhibition of its assets ever presented, at the 27th annual State Fair to be held in Tampa February 3-14.

Fortified by Federal and State cooperating agencies, not only will the picture of Florida's agriculturalists' efforts be emblazoned in artistic array but the studied procedure which the National administration recommends for every citizen to follow will be outlined in educational displays that cover every subject identified with American defense plans.

That is the report of Carl D. Brorein, president of the Florida State Fair and vice chairman of the State Defense Council, who has placed his stamp of approval on the broad program outlined by General Manager P. T. Strieder.

Caught in midwinter while much of the Nation is smothered in snow with its rich fields dormant, Florida is first to respond with a wealth of fresh fruits, vegetables, hay, grain and countless other items that contribute to the stamina of the allied nations at war. Fortunately the midwinter harvest is bountiful and growers enthusiastically join with Commissioner of Agriculture Nathan Mayo in the National program of strengthening defense through vitamins.

Thirteen of Florida's most aggressive and productive counties will portray in mammoth displays how intensive their cooperation with American defense will be. One county alone has made entries for nearly 100 marketable garden products, not to mention the beautiful displays of citrus and tropical fruits.

Hundreds of other individual growers will augment this great agricultural display with samples of their choicest products, bidding for a share of the \$35,000 paid annually in premiums as awards for their efforts and to encourage further improvement in Florida agriculture.

But the all-out effort to instill confidence in America's food supply is but one of the gestures to be made by the Florida State Fair this year, General Manager Strieder has pointed out.

The United States Department of Agriculture, through Joseph W. Hiscox, chief of the department of exhibits, has arranged an educational display that is intended to drive home the necessity of soil conservation, pest elimination, increased production, the value of various vitamins and many other potent points that all figure in America's campaign to instill greater enthusiasm in defense efforts.

The Department of Commerce will contribute to the exhibition with dioramas that emphasize the importance of trade between the nations of the western hemisphere. Electrically operated displays will show the American products that find their way to pan-American ports and the supplies that are brought back in return.

## Special Days at Fair

**Tuesday, Feb. 3—Auto Race Day—Gadsden County Day—Azalea Day.**

**Wednesday, Feb. 4—Death Dodgers Thrill Day—Hernando County Day—Garden Flowers Day.**

**Thursday, Feb. 5—Livestock Day—Highlands County Day—Nasturtium Day.**

**Friday, Feb. 6—Children's Day—Hillsboro County Day—Marion County Day—Hibiscus Day.**

**Saturday, Feb. 7—Auto Race Day—Future Farmers of America Day—Indian River County Day—Sweet Pea Day.**

**Sunday, Feb. 8—Sabbath Observance.**

**Monday, Feb. 9—Government Exhibits Day—Defense Program Day—Lee County Day—Camellias Day.**

**Tuesday, Feb. 10—Governor's Day—All Florida School Day—Polk County Day—Bougainvillea Day.**

**Wednesday, Feb. 11—Death Dodgers Thrill Day—Pinellas County Day—Calendulas Day.**

**Thursday, Feb. 12—Civic Club and Fraternal Day—Pasco County Day—Zephyrhills Day—Gladioli Day.**

**Friday, Feb. 12—Manatee County Day—Rose Day.**

**Saturday, Feb. 14—Auto Race Day—Carnival Day—Volusia County Day—Poinsettia Day.**

**Every Night—"Thumbs Up" spectacular musical revue at grandstand amphitheater.**

The U. S. Maritime Commission, charged with the responsibility of supplying the allied powers with ships to transport the Nation's products to our fighting forces, will have an exhibition of scale model merchant ships now being turned out in every shipyard in the country at unprecedented speed.

Florida cattlemen, who have developed an organized program for the improvement of beef cattle under the direction of Commissioner of Agriculture Nathan Mayo, will stage another great show that will be another mark denoting the marvelous progress they have recorded in bringing Florida beef to a high standard. It will be the second time in the history of Florida State Fair cattle shows that entries have been confined to State-owned herds, proof that they are capable of presenting a creditable showing without the importation of northern stock.

Another step of progress this year will be the first show for purebred dairy cattle, accredited and inspected herds, ever shown in Florida. Nearly 150 head of the Nation's finest producers will be shown, all blue-ribbon animals selected from Florida pastures. Never before have Florida dairymen felt (Continued on page 31)



# 44,000,000 Pine Seedlings Planted . . .

By C. H. Coulter

Assistant State Forester  
Florida Forest and Park Service

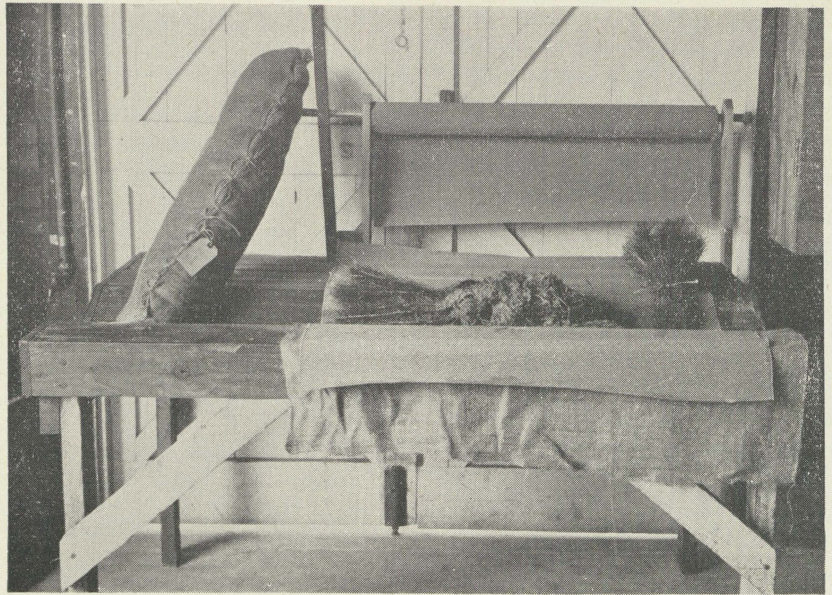
PIONEERING in 1929, the Florida Forest and Park Service aided landowners in setting out only 10,000 forest seedlings. This season, beginning December 1, over 6,000,000 one-year-old trees will be set out in old-field and cut-over land throughout the State. This will bring the 13-year total to 44,000,000 seedlings, largely slash pine. Over 5,500 landowners will have planted more than 80,000 acres for reforestation purposes.

Pine burrs or cones must be gathered to supply pine mast or seed for sowing. After two seasons on the tree, the burrs are fully matured in September or October and must be collected before they open and scatter their seed. CCC boys and others climb the trees with short ladders, climbers or by "shinning up" and knock the cones off the branches. Thousands of trees are visited and their crop gathered to supply over 2,000 bushels of pine burrs. The cones are hauled to the Florida Forest and Park Service nursery, east of Olustee, and stored in ventilated cone sheds. With the warm sunshine and protection from rain, they open up and give forth their crop of mast or seed.

All the pine mast or seed does not fall easily from the cone. The burrs when open are tumbled in a big cone shaker and the seed rattled out. Pine seed has a wing and this must be removed and the trash screened and separated. The seed, broken wings and some trash are run through a seed cleaner and fanning mill to get rid of all trash and hollow seed or "pops."

Cleared and cultivated ground is made up into seedbeds. These are raked clean and leveled off. The seed are sown in drills, rolled slightly into the ground and covered with a pine straw mulch. Watering is necessary to make the seed sprout. A "bird guard" from dawn to dark must be maintained to keep the birds from scratching up and eating the pine mast and destroying the crop of seedlings. Weeding regularly and carefully is essential especially when the seedlings are young and tender. Insects and diseases must be guarded against and the plants sprayed or

(Continued on page 28)



Packing slash pine for shipping to Florida landowners. Wet moss, waterproof paper and burlap complete the package that goes from the nursery at Olustee. Prices are \$1.75 per thousand picked up at the nursery or \$2.35 per thousand delivered at your nearest express office.

## Planted Pines Pay

Read this article by Assistant State Forester Coulter on the methods being used by the State Forest and Park Service to assist Florida landowners in making their lands more profitable to themselves and to posterity. If you do not happen to be a landowner and thus able to take advantage of the opportunity it offers, turn the article over to someone who is.

You will learn that pine trees have a particular affinity for Florida soil and that foresters from the north and east are astonished at the results being obtained by Florida landowners with the assistance of the Florida Forest and Park Service. You will learn that 12 years of experience has taught Mr. Coulter and others in the forest service that planted slash pines will grow from 2½ to 4 feet in height and from ½ inch to 1 inch in diameter per year. You will learn that some landowners who planted seedlings when they were first offered by the forest service expect to turpentine their plantations shortly. You will learn that profits per acre per year, after all costs have been deducted, are between \$1.50 and \$3.00 per acre. You will learn that timber grows in volume and value regardless of any depression.



# The Historical Places of Florida . . .

By W. T. Cash

State Librarian

**A**MONG the many tourists who come to Florida are large numbers who would like to know more of the history of the State and especially of the historic points on or close to the main highways of travel. The purpose of this article is to name some of the chief places of historic interest on or near the main highways by which tourists enter and go through the State and those along or near travel routes branching off from the principal ones.

The principal routes of travel into Florida are U. S. No. 90, entering Florida from Alabama and extending to Jacksonville; U. S. No. 319 and 98 and State No. 53, entering Florida eighteen miles north of Tallahassee and extending from the Georgia line to Pensacola; U. S. No. 19, entering Florida from the Georgia line north of Monticello and extending to St. Petersburg; U. S. No. 41, entering Florida a few miles south of Valdosta, Ga., and extending to Naples in Hendry County; U. S. No. 1 with State 4A extension, entering Florida from the St. Marys River south of Waycross, Ga., and extending to Key West; and U. S. No. 17, entering Florida from the St. Marys and extending to Punta Gorda.

We will first discuss places and points along or near the principal highways entering Florida from the outside and then give some attention to historic sites along highways wholly within the State.

## U. S. Highway No. 90

Pensacola has been under the government of five nations: Spain, France, Great Britain, the United States and the Confederacy. Forts Barrancas and San Carlos, six miles from the city and Fort Pickens on Santa Rosa Island are all well worth visiting, as is the great Naval Air Training Station, although getting admission to it may now be difficult. The Dorothy Walton Museum is housed in what was formerly Christ's Episcopal Church, completed in 1834. The site of the grave of Alexander McGillivray, great Creek chieftain, is marked by a bronze tablet as is also the site of the house occupied by General Andrew Jackson, first governor of Florida under American rule.

At Marianna, 139 miles east of Pensacola, is a monument commemo-

**Just about half a century ago a youngster of around 13 years was working on a Taylor County farm for the magnificent sum of \$2 per month and his board. He didn't intend to do that always, however, so he improved his time by study and, at 19, was teaching school. He continued in that occupation for several years, teaching in the Perry schools, in the Taylor County high school and later in the summer sessions of the Florida State College for Women.**

**That would be Hon. William Thomas Cash, now State librarian, one of the State's foremost historians and author of a number of books, essays and articles on Florida history. His hobby since a youngster has been history, preferably Florida history.**

**He also became interested in newspaper work and was editor of no less than three newspapers in his own county, taking time off to be a member of the State legislature in 1909, 1915, and 1917 and a State senator in 1918, resigning that post to become Taylor county superintendent of public instruction. Legislation on educational and conservation matters were always important to him and he was one of the first Floridians to realize that good roads had a vital bearing on the future of the State.**

**When Florida Highways sought someone to point out many of the State's historical points often ignored by most writers of the day, it chose the State librarian. He is a real authority on the subject. Read his article, enjoy it, and better fit yourself to give authentic information to visitors.**

rating the battle of Marianna fought September 27, 1864. Here, although a small Confederate army was defeated by a much superior army of Federals, the latter were so checked

that they feared to advance eastward from the Chipola River.

Nearby or on the site of Chatahoochee, thirty-one miles east of Marianna, the Spaniards between 1680 and 1690 founded the mission of Santa Cruz de Sabacola and built a fort. The United States arsenal begun in 1834 and completed in 1838 is now one of the group of buildings comprising the quarters for the State's insane and those in charge of them.

Tallahassee, forty-two miles east of Marianna, is the site of the State Capitol and a number of other public buildings. Two miles west of the city is the site of old Fort San Luis, chief post of the Spaniards in Apalachee between 1633 and 1704. There are many interesting old buildings either within or near the city, among which are the home occupied by Madame Murat after her husband's death in 1847, the Governor Call home completed about 1844, and Goodwood, the present home of Mrs. W. C. Hodges, completed about 1840.

The Olustee monument about 124 miles east of Tallahassee and forty-five miles west of Jacksonville, commemorates the battle of Olustee fought February 20, 1864. This resulted in a severe defeat for the Federal forces and prevented invasion of the interior of Florida.

## U. S. Highway No. 19

Old Town, 105 miles from the entrance of the highway into the State, is on or near Suwannee Old Town, which at the time of Andrew Jackson's invasion of Florida in 1818 was the largest Indian town in Florida. Here Jackson captured Lieutenant Robert Ambrister, a British officer, who was later tried by court martial and shot for inciting the Seminole Indians to hostility.

About four miles beyond Old Town, Highway No. 19 crosses the Suwannee River over Fort Fanning Bridge. Fort Fanning, erected during the Florida Seminole War, 1825-1842, and named in honor of Colonel A. C. W. Fanning, was located nearby.

Near St. Petersburg at the end of U. S. Highway No. 41, at what is called "the Jungle," is believed by careful historians to have been the landing place of Narvaez in 1528.



## U. S. Highway No. 41

White Springs, thirty-one and one-half miles from the entrance of this highway into Florida, is about two miles below where Osceola, famous Indian leader is supposed to have spent his boyhood. Old-time residents of White Springs will point out the place to interested visitors.

Sixty-eight miles from where U. S. Highway No. 41 enters Florida is the Santa Fe River, which takes its name from a nearby mission post of Spanish days named Santa Fe de Toloca.

Dunnellon, 124 miles from the Georgia line, is on the Withlacoochee River, in whose swamps and hammocks much of the early fighting of the Florida War took place. It was at or near Dunnellon that Narvaez and his Spanish army crossed the Withlacoochee in 1528.

The famous Gamble Mansion, where Judah P. Benjamin was entertained for a few days, while he was making his journey through Florida in order to escape capture by the Federals at the close of the Civil War, is situated in Ellenton, 45 miles beyond Tampa. The United Daughters of the Confederacy have charge of this mansion now. All tourists should see it.

At the head of Charlotte Harbor Bay is situated the village of the same name. Many historians assert that Ponce de Leon ended his voyage up the west coast in 1513 in Charlotte Harbor Bay.

Fort Myers takes its name from a fort erected on its present site during the last Seminole Indian War in Florida, 1855-1858. The fort was named in honor of Colonel Abraham C. Myers, an officer in that war.

Thomas A. Edison, the great inventor, began coming to Fort Myers in 1886. Many of his experiments were made on his estate near here.

Naples, at the end of U. S. Highway No. 41, was the winter home of Henry Watterson, famous editor of the *Louisville Courier Journal* for many years before his death.

## U. S. Highway No. 1 and Its Extension State 4A

Many historic events have happened in Jacksonville and vicinity since the French Huguenots made a settlement in 1564 near the mouth of the St. Johns prior to the founding of St. Augustine. Some fifteen months later forces under the ruthless Spanish commander, Menendez, established the Spanish post of San Mateo on the spot it occupied.

Within the present limits of Jacksonville at a much later date, the Spaniards built Fort San Nicolas on the south side of the St. Johns. The famous highway, known as the "King's Road," extending from New Smyrna into Georgia was built during the period the British controlled Florida and was probably completed prior to 1770. The place where travelers on this road had to be ferried across the St. Johns was long known as the cow ford, and during the latter Spanish period, just prior to American rule, the little settlement within the present city was known as Cow Ford.

The Jacksonville Historical Society has placed a number of markers at historical sites within the city.

St. Augustine, thirty-eight and seven-tenths miles south of Jacksonville on U. S. Highway No. 1, is the oldest permanent white settlement within the United States. In this city historic sites and objects are so numerous that only a few can be mentioned. Fort Marion (called Fort San Marcos during Spanish days) according to Fairbanks History of Florida, was 118 years in building, 1638-1756. The truth seems to be that the chief part of this coquina structure was completed between 1685 and 1690, although some additional work was doubtless done later. The old City Gates date from 1804, but replaced wooden ones which were erected at a much earlier date.

What is known as "the Old Wooden Schoolhouse" is said to have been erected in 1745, Casa de Cannonsa (House of the cannon ball) is said to have been built prior to 1740, the "Oldest House" reputedly was erected prior to 1600. These and many other points of historic interest can easily be found by tourists. Small admission fees are charged for entrance into a number of the old buildings.

New Smyrna, about 112 miles south of Jacksonville, is located on the large area occupied by the colony of Dr. Andrew Turnbull, lasting from 1768 to 1776, and at the time the largest plantation enterprise ever attempted in America. Remains of the Turnbull drainage canals can be plainly seen. Southwest of the city about one mile to the west of U. S. No. 1 is what many assert is the remains of a Spanish mission founded in 1594. Others, who desire to "throw cold water" on the mission theory, say that the old brick structure was one of Dr. Turnbull's sugar houses.

Fort Pierce, about 210 miles south of Jacksonville, takes its name from a fort erected on the site of the city during the Florida War, 1835-1842, and named in honor of Major B. K. Pierce, an officer in that war.

Neither West Palm Beach or its fashionable resort neighbor, Palm Beach, across Lake Worth, can lay claim to any great antiquity, but both are of great historical interest on account of what Henry M. Flagler did for their development. Flagler in 1893 bought what later became the original business district of West Palm Beach from a man who had homesteaded it some thirteen years before. About the same time he began the development of Palm Beach as a winter resort of the wealthy, and less than fifteen years later, Mrs. Howard Gould, a lady of fashion, testified in a court case to which she was a party that it was then the most exclusive resort in the world.

Lake Worth, about five miles south of West Palm Beach, is named for the lake on which it is situated and this (really a salt-water lagoon) was named for General William J. Worth, who was the last commander of Federal forces fighting the Indians in Florida between 1835 and 1842.

Fort Lauderdale, twenty-seven miles north of Miami, takes its name from a fort erected here in 1838 during the Florida War and named for Major William Lauderdale, a commander in that war.

Within the city limits, on the shore of Tarpon Bend of New River, is the Colee monument. Here or nearby early in 1636 occurred the massacre by Indians of the family of George Colee, a pioneer settler, while he was away. A schoolmaster, engaged to teach Mr. Colee's children was also killed by the Indians.

Miami, at the terminus of U. S. Highway No. 1, can lay no claim to antiquity but nevertheless it is not without points of historic interest. Fort Dallas erected in 1838 during the Florida War of 1835-1842, may be called the beginning of the present Miami. As early as 1842, the *St. Augustine Herald* predicted that the little settlement on Biscayne Bay would probably soon be larger than ancient St. Augustine, but it was about seventy years before the prediction was realized.

The site of Fort Dallas and other points of interest will be gladly pointed out by guides who can easily be engaged by visitors to the city.

(Continued on page 23)



# Transactions of Meeting of Florida State Road Department

## HELD IN TALLAHASSEE JANUARY 19-20

The State Road Department of Florida held its first Quarterly Meeting for the year 1942, at Tallahassee on January 19 and 20, with the following members and officials in attendance:

Thos. A. Johnson, Chairman; Jack F. Townsend, James R. Stockton, H. H. Hector, C. Fred Ward, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Assistant Highway Engineer; E. C. DeGarmo, Assistant Highway Engineer; T. M. Shackelford, Attorney; R. W. Ervin, Jr., Assistant Attorney; R. J. Waterston, Jr., Auditor; E. S. Fraser, Bridge Engineer; J. W. Allen, Division Engineer; J. R. Slade, Division Engineer; H. H. McCallum, Division Engineer; N. S. Emery, Division Engineer; W. D. LeVeille, Division Engineer; W. A. Kratzert, Maintenance Engineer; J. C. DeCamps, Division Engineer of Right of Way.

### APPROVAL OF MINUTES

On motion of Mr. Stockton, seconded by Mr. Ward, the minutes of the meeting held on December 8-9 were approved.

### ELECTION OF CHAIRMAN AND SECRETARY

On motion of Mr. Stockton, seconded by Mr. Townsend, the Members voted unanimously for Thos. A. Johnson and H. H. Baskin to serve the Board as Chairman and Secretary, respectively, for the year 1942.

### MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Townsend, seconded by Mr. Stockton, the expense accounts of the members were approved and ordered paid, as follows:

James R. Stockton	\$11.10
James R. Stockton	50.65
C. Fred Ward	23.25
C. Fred Ward	7.98

### APPROVAL OF CONTRACTS AWARD-ED SINCE LAST MEETING

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects and for the furnishing of certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

### Construction

Project	Road	County	Contractor	Amount
<b>Bids of Dec. 4</b>				
5011(2)	30	Indian River	Hubbard Constr. Co.	\$262,245.51
<b>Bids of December 11</b>				
5576(2)	—	St. Lucie	Duval Engr. & Contr. Co.	18,104.56
SN-FA 122-A	8-A	Glades-Highland	Ebersbach Const. Co.	642,666.96
<b>Bids of December 18</b>				
5155(2)	270	Dade	Belcher Oil Co.	337,108.52
<b>Bids of December 30</b>				
5647(3)	5	Sarasota	W. L. Cobb Const. Co.	11,002.54
AN-FAS 65-B(2)	70	Brevard	Ebersbach Const. Co.	153,876.25

### Materials

<b>Bids of Dec. 8</b>				
5665	Sebastian	No. 2 Oolite Rock	Naranja Rock Co.	25,107.60
5665	Sebastian	Semi-solid Asphalt	Belcher Oil Co.	1,554.00
Acct. 8442	Ft. Pierce	Emul. Asphalt	McFarlin & Co. Inc.	1,820.00
<b>Bids of Dec. 15</b>				
Acct. 8442	Canal Point	Emul. Asphalt	McFarlin & Co. Inc.	1,820.00
Acct. 8442	Canal Point	Crushed Stone	Fla. Crushed Stone Co.	1,500.00
<b>Bids of Dec. 22</b>				
Rd. 78	St. Johns County	Moultrie Lime Rock	Fla. Lime Rock Sales Corp.	3,334.00
<b>Bids of Dec. 27</b>				
5440 Rd. 4	Brevard	Lime Rock	Central Quarries, Inc.	10,872.40
		Tar Prime	Barrett Div. of Allied Chem. & Dye Corp.	515.97
		Cut Back Asphalt	Belcher Oil Co.	782.54
		Retread Agg. No. 13	Fla. Crushed Stone Co.	1,777.44
		Retread Agg. No. 18	Fla. Crushed Stone Co.	264.96
		Treated Timber	Pensacola Creos. Co.	3,165.45
		Treated Timber	Eppinger & Russell	915.42
		Bit. Coated Corrugated Metal Pipe	Dixie Culvert & Metal Co.	452.20
<b>Bids of Dec. 29</b>				
	DeFuniak Springs	Str. Tr. Timber	Atlantic Creos. Co.	1,813.82
	St. Augustine	15 inch Concrete Pipe	Sherman Concrete Pipe Co.	100.64
Proj. 5140		18 inch Concrete Pipe	Sherman Concrete Pipe Co.	1,952.24
<b>Bids of Jan. 2</b>				
Acct. 8433	Brevard Co.	Portland Cement	Fla. Portland Cement Co.	2,500.00
Proj. 5440 Rd. 4				
Proj. 5581				

### CLAY COUNTY—ROAD 68—PROJ. 1039—CANCELLATION R/W CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that American Surety Company of New York is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Clay County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 1st day of November, A. D. 1937, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 1st day of November A. D. 1937, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project

No. 1039, of State Road No. 68, and said surety bond is hereby terminated and cancelled; Provided that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

### BIG POTTSBURG CREEK BRIDGE—DUVAL COUNTY—ROAD 376

#### APPLICATION TO WAR DEPARTMENT

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over Big Pottsburg Creek, approximately 4 miles east of South Jacksonville on Hogan Road between Jacksonville and Jacksonville Beach, Road 376, Duval County, Florida, which said

bridge shall be constructed according to plans submitted by the Department.

### PABLO CREEK BRIDGE—DUVAL COUNTY—ROAD 376—APPLICATION TO WAR DEPARTMENT

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over Pablo Creek (Inland Waterway), approximately 2 miles west of Jacksonville Beach on Hogan Road, Road 376, Duval County, Florida, which said bridge shall be constructed according to the plans submitted by the Department.

### REQUESTS FOR COUNTIES TO OBTAIN RIGHT OF WAYS

The usual resolutions requesting the



counties to furnish right of way on the following projects were adopted:

Dixie County, Road 69, Project 811-C (5027).

Levy County, Road 81-A, Project 1115 (5033).

Palm Beach County, Road 140, Project 5138 (915).

Polk County, Road 8, Project 605 (5209), Station 93+76.10 to Station 1640+61.80.

Polk County, Road 8, in Haines City.

Polk County, Road 8, City limits Haines City to Hinson avenue.

Polk County, Road 34, Project 5687.

Polk County, Road 215, Project 5537.

#### DELEGATIONS AND REQUESTS

##### Brevard and Seminole Counties

Brevard County was represented by Senator E. A. Householder and County Attorney Noah Butt. Mr. Butt thanked the Board for the consideration given his county in the past, and stated it was his understanding that the Cocoa Road and Road 44 and Melbourne Bridge would be completed as soon as funds are available. He claimed a surplus of over \$100,000 in the gasoline tax fund to be spent in Brevard County and he filed a statement prepared by the County Commissioners listing the roads they wanted this money spent on.

The Seminole delegation included W. G. Kilbee, County Commissioner, Ed. Higgins, Secretary of the Chamber of Commerce, and Senator Householder. Their requests were as follows:

1. Completion of Road 44 on which work is now being done.

2. Geneva and Lake Jesup Bridge to Sanford.

3. Work on Road 3 leading out of Sanford.

4. Work on Road 203.

Senator Householder congratulated the Board on its organization and predicted that it would prove to be outstanding.

##### Collier County

Ed. Scott, Clerk of the Circuit Court of Collier County, was present and made request for completion of Road 164 in his county.

##### Citrus County

The Citrus County delegation consisted of James E. Connor, Clerk of the Circuit Court, and the entire Board of County Commissioners, F. E. Marlow, J. J. Strickland, W. A. Bellamy, J. N. Brown and James E. Rooks. Their requests were as follows:

1. To widen State Road No. 5 or U. S. No. 19 from Jut's Lunch south of Inverness to Dunnellon.

2. To let contract and complete State Road 15, with special emphasis on the section north from Crystal River, through Levy County.

3. To resurface Road 22 from Inverness to Crystal River, at intersection with Road 15.

4. To build State road from the intersection of U. S. 74 near Stokes Ferry Bridge south through Holder to Lecanto where it intersects Road 22.

5. That survey be made immediately for State road to run from Floral City to Dade City, to give outlet from Citrus County to Lakeland and other points south.

6. Survey of Road 346 from Chassahowitzka to Floral City.

##### City of Gainesville

H. J. Morrison appeared to make request in behalf of the City of Gainesville, that the Department remedy the

drainage situation at the intersection of 9th Street and University Avenue in the city of Gainesville. He stated that because of improper drainage this section is flooded several times each year.

##### Highlands County

Representative C. E. Lanier and Walter Betts appeared from Highlands County to request some temporary relief or assistance in rebuilding Arbuckle Creek Bridge on State Road No. 32. Mr. Lanier stated that 120,000 acres between this creek and the Kissimmee River is to be used as a bombing range and the bridge will be needed to give access to the range. He said the County would put up as much as \$2,500 for this work and asked the Department to make an allocation of this amount, which he estimated would be sufficient to put the bridge in shape.

##### Resolution:

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the State Road Department will agree to advance the sum of \$2,500 to Highlands County for the purpose of reconstructing the bridge on Road 32 over Arbuckle Creek, provided Highlands County Commissioners will adopt the necessary resolution requesting the State Board of Administration to take that county out from under the Kanner Act and make an immediate allocation of the surplus funds to the State Road Department and Highlands County according to the Acts of the 1941 Legislature; and further that the disbursement by the State Road Department is to be charged against the item of 80 percent accruing to the said Department.

##### Manatee County

The Manatee County delegation included R. W. Bentley, Chairman of the Road Committee of the County Chamber of Commerce, A. J. Lawler, President of the Chamber of Commerce, G. B. Knowles, County Attorney, and John T. Knight, R. R. Roadman and W. A. Gillette.

Mr. Bentley made the statement that Manatee County had not been fortunate enough since 1925 to have any construction by the State Road Department. He asked the Department include in its 1942 budget the reconstruction of four miles of Road 5, the Tamiami Trail, between the south city limits of Bradenton and Whitfield Estates, which he described as narrow and rough and entirely inadequate for the traffic using this highway. He called attention to the million dollar airport nearing completion at Whitfield Estates, to be taken over by the Government, and the gunnery school at Venice, showing the increasing military importance of this road. His suggestion was that another lane be constructed parallel to the present road. He also asked for the rebuilding of the road from Palmetto to Ellenton and for the widening and straightening of the abrupt turn on Road 161 in the city of Manatee. He said that the city of Manatee would furnish right of way for re-alignment of this curve. He asked for maintenance of the following roads: (1) Range Line Road from Manatee to the Sarasota County line, about 8 miles; (2) Road 18 from the Range Line Road to the Tamiami Trail, 2 miles; (3) Brewster Road from its intersection with the Parrish-Wauchula Road to the Polk County line, about 4 miles; (4) the Ellenton-Gillette Road, about 6 miles.

##### Marion County

Wallace Sturgis, County Attorney, R. Bruce Meffert, County Commissioner, John E. Walker, County Engineer, and Henry E. Chalker composed the delegation from Marion County. Mr. Sturgis made the following requests:

1. Road 2 from Belleview to Lake Weir Station.

2. Road 2 from Lowell to the Alachua County line.

He emphasized the importance of these two projects, pointing out that they were built by county funds, but had now got in such bad condition that traffic is going east and west to bypass Road 2, which has been the north and south road to serve all central Florida.

3. Road 81 from Levy County to Dunnellon. He asked that the curves on this road be straightened out.

4. Maintenance of Road 47-A from Citra to Williston, and Road 38 from Weirsdale to Pedro.

5. Improvement of Road 45 from Road 500 to Salt Springs.

##### Monroe County—Overseas Highway

Mr. Robert Pentland, Member of the Overseas Road and Toll Bridge District, Mr. B. M. Duncan, Manager of the Overseas Road and Toll Bridge District, and Mr. Julius F. Stone, Jr., Legal Adviser of the Board of County Commissioners of Monroe County, appeared before the Department and advised that from the Defense Highway Act of 1941 there was a possibility of there being allocated approximately \$2,400,000 for the reconstruction and replacement of critically deficient bridges and highway sections of the Overseas Highway (Florida State Road 4-A) from the \$25,000,000 provided in Section 4 (b) of Senate Bill 1840, 1st Session of 77th Congress, for work on strategic highway network roads, and requested the Department to agree to match such anticipated contribution of approximately \$2,400,000 or any part thereof to the extent of 25 percent, or up to \$800,000. After discussion of the matter Mr. Hector moved the adoption of the following Resolution, seconded by Mr. Stockton, which Resolution was unanimously adopted:

BE IT RESOLVED by the State Road Department of the State of Florida that it will match with State funds to the extent of 25 percent or up to \$800,000, any strategic network funds allocated for the reconstruction of the Overseas Highway (Florida State Road 4-A) under the provisions of said Section 4 (b) of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295—77th Congress).

BE IT FURTHER RESOLVED by the State Road Department that certified copies of this resolution be furnished to the Overseas Road and Toll Bridge District, Monroe County, Public Roads Administration, the Commandant of the U. S. Navy in Key West, and the Commanding Officer of the Army in Key West.

In the discussion Mr. Pentland stated that Monroe County would furnish \$200,000 of the \$800,000, and requested the State Road Department to contribute \$600,000, suggesting also that half of this amount could come from the 1942 Budget and the other half from the 1943 Budget.

##### Pinellas County

Ed. H. Beckett and Frank G. Merrin, County Commissioners, and W. D. Berry, of St. Petersburg were the delegation from Pinellas County.

Mr. Merrin spoke in behalf of the military importance of Road 17 and urged

FOR SAFE ECONOMICAL TRANSPORTATION

GO

GEORGIA STAGES

GENERAL OFFICES

ALBANY

GEORGIA



that 4.6 miles between Memorial Avenue and the Pinellas County line be rebuilt. He filed resolutions, pictures and supporting data showing the importance of the road, pointing out the fact that this is the only road from Tampa into Pinellas County that does not have causeways or bridges, vulnerable in time of war. He listed the following as vital and necessary to the defense efforts of the Nation, all in Pinellas County:

1. Defense Plant Corporation Contract (See Agreement with Citrus Concentrates Inc).
  2. Food Machinery Amphibian Contract.
  3. United States Marine Corps Base.
  4. United States Coast Guard Base.
  5. United States Maritime Commission.
  6. Pinellas County Master Airport.
- And similar items of defense in Hillsborough County:

1. MacDill Field.
2. Drew Field.
3. Peter O. Knight Airport.
4. Tampa Shipbuilding Ways.
5. Henderson Airport.
6. Wholesale and Distribution Facilities for all Pinellas and Hillsborough Area.
7. Oil and Terminal Facilities serving the Area.

Mr. Berry endorsed the statements made by Mr. Merrin. He pointed out that the Pinellas County airport is a CAA project, costing more than a million dollars exclusive of the buildings, considered one of the finest fields in the State, and going to be taken over under Government rule. He said that all supplies, food etc., must come from Tampa and that Road 17 should be made adequate for the necessary traffic because it is the only road not dependent on causeways and bridges. He called attention to the proposed enlargement of the Veteran's Hospital at Bay Pines, and also to the Marine Hospital.

Mr. Beckett spoke in behalf of the completion of the Gulf Coast Highway and urged that allocation for the remaining stretch of about 20 miles be placed in the budget.

#### Requests by Letter

A letter from the Secretary of the Marion County Chamber of Commerce asked the Department to place markers on the roads showing towns and beauty spots.

Letters from the San Jose Boulevard Community Association and from the Mandarin Community Club asked for widening and improvement of Road 47 in those communities.

A letter from Judge A. O. Kanner of Fort Pierce, urged completion of Road 30 in Indian River County and Road 85 in Martin County.

#### WORKMEN'S COMPENSATION INSURANCE

Mr. Bob Hatton of Bartow, and Mr. P. J. Cesarano and Mr. J. R. Anderson of Miami, appeared in the interest of a plan for workmen's compensation insurance for the State Road Department.

Mr. Hatton submitted the statement that according to the records the present cost to the Department is \$49,000, and he made a proposal of a plan which he said would cost a minimum premium of \$25,000 and maximum premium of \$35,000 per year. He stated that the loss ratio of the Department's carrying its own insurance is 77.9 percent. Under his plan he stated the Insurance Company would have its own Safety organization and the Department could dispense with its Safety Division. He assured the Department that if its experience were good, its premium would also be good and the credit rate would be good regardless of the record of any other organization.

No action was taken at this time.

#### INSURANCE ON DEPARTMENT'S COMMERCIAL EQUIPMENT

Mr. James W. Warren of Tampa, representing the Aetna Casualty and Surety

Company, appeared in the interest of Public Liability and Property Damage Insurance on the Department's commercial mobile equipment. He stated the Department has 986 pieces of rolling equipment which is not covered at the present time. He made a proposition from his company to include in this insurance without premium charge coverage on all non-motorized equipment, and that the premium would be \$8,845.48 for Public Liability, and \$4,708.81 for Property Damage, or a total of \$13,554.29 for all the commercial rolling equipment of the Department.

**Resolution:** On motion of Mr. Ward, seconded by Mr. Townsend, the Chairman, the Attorney and the Auditor were requested to confer with the State Comptroller with reference to insurance on the commercial rolling equipment and to make report at the next meeting.

#### DIXIE COUNTY'S REQUEST FOR DRAINAGE DITCHES

On motion of Mr. Townsend, seconded by Mr. Hector, the following resolution was adopted:

BE IT RESOLVED that this Department finds that the drainage situation in Dixie County was not caused by or is injurious to the State road system, and therefore the Board regrets that it cannot comply with the County's request for co-operation in relieving same by the construction of drainage ditches, as the granting of such request would establish a policy of far reaching consequence and involve the State Road Department in drainage problems outside its field of operation.

#### DESIGNATION OF MUNICIPAL CONNECTING LINK ROADS

On motion of Mr. Townsend, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS, Chapter 20218, Laws of Florida, Acts of 1941, provides that the State Road Department shall designate such streets, viaducts and bridges as are the municipal connecting link roads in each city and town of the State of Florida; and

WHEREAS, pursuant to instructions of the Department in cooperation with the members thereof for their respective Divisions, the State Highway Engineer has prepared and submitted a complete list of all streets, viaducts and bridges which are now the municipal connecting link roads contemplated by said law, together with maps showing their location;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that, after due examination of said list of streets, viaducts and bridges and said maps showing same submitted by the State Highway Engineer, it finds the same to be the municipal connecting link roads of each city and town of the State, and pursuant to the authority of said Chapter 20218 the State Road Department does hereby designate said streets, viaducts and bridges as the municipal connecting link roads of each city and town of the State to be maintained by the State Road Department as provided by said Chapter 20218.

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Department provide for the keeping of a permanent record of said municipal connecting link roads and all additions made thereto from time to time, and that they forthwith furnish each city and town of this State a duly certified statement of the municipal connecting link roads so designated in such city or town.

#### REQUEST FOR DRAINAGE IN GAINESVILLE

On motion of Mr. Stockton, seconded by Mr. Townsend, the Secretary was requested to advise Mr. H. J. Morrison of Gainesville, of the Department's regret that it cannot take any action on the drainage question in Gainesville.

#### SPEED LIMITS ON OVERSEAS HIGHWAY

The Secretary read to the members a memorandum from Mr. J. J. Gilliam, Director of the Department of Public Safety, requesting that traffic speed limits be set up for the Overseas Highway, suggesting such speed limits, and stating that these limits are supported by representatives of the U. S. Army who have charge of the bridges on this highway at this time.

On motion of Mr. Hector, seconded by

#### NORMANDY

RESIDENT AND DAY SCHOOL  
MIAMI BEACH FLORIDA

#### VISIT

CHASE SEAFOOD RESTAURANT  
MIAMI, FLORIDA

#### AIR BASE CHATEAU

CHICKEN-STEAKS-CHOPS  
LE JEUNE ROAD, OPA-LOCKA

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Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the following speed limits for traffic on the Overseas Highway, State Road 4-A, be set up by this Department, as requested by the Department of Public Safety, and by authority of Chapter 20578, Laws of Florida, Acts of 1941:

(1) 25 miles per hour on wooden bridges,  
(2) 50 miles per hour on old roads and other bridges during daylight hours, and 40 miles per hour over same for night operation.

(3) 60 miles per hour day or night on all other first class roads.

(4) A limit of 50 miles per hour in daytime, and 40 miles per hour at night is fixed for trucks on any part of the highway.

BE IT FURTHER RESOLVED that the Fourth Division be and it is instructed to have its Sign Crew prepare and erect signs at the direction of the Department of Public Safety for use in marking this road.

#### ROAD 29 IN GLADES COUNTY

On motion of Mr. Townsend, seconded by Mr. Hector, allocation of an additional \$2,000 was made on Road 29 from Moore Haven to Clewiston, provided Glades County contributes an additional \$1,000 for this work.

#### MAINTENANCE OF ROAD 517 BROWARD COUNTY

On motion of Mr. Hector, seconded by Mr. Townsend, Road 517 in Broward County was ordered taken over for maintenance.

#### SALARIES OF EMPLOYEES

On motion of Mr. Townsend, seconded by Mr. Stockton, the salaries of certain employees were fixed as follows: The Secretary increased from \$375 to \$425 per month; the Auditor continued at \$425 per month; the Assistant Attorney increased from \$300 to \$350 per month.

#### RAISES IN SALARIES

On motion of Mr. Stockton, seconded by Mr. Townsend, approval was given to the list of raises submitted, effective January 1, 1942.

#### CLASSIFICATION OF EMPLOYEES

On motion of Mr. Townsend, seconded

by Mr. Ward, the submitted list of employees, showing classifications with minimum, maximum and uniform salaries to be paid, was approved.

#### GUARDS FOR BRIDGES

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, the Department has received numerous inquiries and requests as to providing guards for various bridges on the State Highway System; and

WHEREAS, this Department has been and is constituted by law as a body for the construction and maintenance of State highways and bridges and no provision ever has been made by law for this Department to maintain or administer any force of men for enforcing law but even enforcement of laws with regard to traffic upon the State highways and bridges has been given by the Legislature to the Department of Public Safety, Therefore this Department has no means or facilities for training or supervising guards for bridges,

THEREFORE, BE IT RESOLVED, that the Department adhere to the policy or not undertaking to set up, maintain or supervise such guards but leave that to authorities that are charged with such duties and who have the facilities for

setting up, maintaining and supervising such officers.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to The Adjutant General of the State of Florida, the State Defense Council, and such others as the Chairman now or hereafter may deem advisable to be furnished with such copies.

#### ACCOUNTS FOR ADVANCED FUNDS TO COUNTIES

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS, counties hereinafter named are indebted to the Department for amounts heretofore advanced by the Department to such counties at the urgent request of such counties for various road purposes, mainly for securing of right of ways, and some of these accounts are badly delinquent,

THEREFORE, BE IT RESOLVED, that the Auditor and Attorney of the Department be and they are hereby instructed to take whatever steps that may be necessary to collect amounts delinquent or due on such accounts, setting out a schedule of the counties and respective amounts owing by such counties, time the indebtedness was contracted and the amounts owing and amounts delinquent and due.

County	Amount	SCHEDULE		Delinquent Jan. 1, 1942
		Date Incurred	Payment Promised	
Hillsborough	\$ 7,863.90	June 6, 1935	1936	\$ 7,863.90
Pasco	11,291.00	December 1, 1937	First Avail. Funds	11,291.00
Pinellas	17,350.00	October 1938	1940-41	17,350.00
Gilchrist	38,549.45	1939-40	2d Gas Tax Surplus	*
Bradford	410.16	March 22, 1934	July 1, 1936	410.16
Levy	5,700.00	October 1941	September 30, 1942	0.00
City of Waldo	1,000.00	February 1939	1-2 & 3 years	666.67
Calhoun	2,199.55	1924-25	Proceeds Bond Sale	2,199.55
Jackson	2,417.45	December 1940	December 1, 1942	0.00
Broward	20,000.00	January 1940	1942-1943-1944	0.00
St. Lucie	2,000.00	January 10, 1941	1941-42-43-44-45	400.00
Brevard	5,000.00	August 1941	1941-42-43-44-45	1,000.00
Flagler	1,328.38	1937-38	November 1, 1938	1,328.38
Lake	35,035.33	1929-40	1940-41-42-43-44 & 45	5,839.22

\*Will be paid off as fund is distributed.

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#### CANCELLATION OF ITEMS IN AUDITOR'S ACCOUNTS

On motion of Mr. Stockton, seconded by Mr. Ward, the Auditor was authorized and instructed to cancel the following items on his records:

1—\$128.82—City of Lake City—Work on Airport.

2—\$59.89—University of Florida—Materials and supplies.

3—\$20.50—Overseas Road & Toll Br. Dist.

4—\$319.30—Florida Farm Colony—Use of shop.

#### APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Ward, seconded by Mr. Stockton, the following supplemental agreements were approved and ordered paid:

Project FAGS 205-A(2) Roads 8 and 85 Okeechobee County, J. D. Manly Contractor, at an increase of \$1,108.89.

Project 5367(2) Road 545 Hillsborough County, Cone Bros. Construction Co., Contractor, at an increase of \$2,270.62.

#### COST OF LOWERING WATERMAIN AT VERO BEACH

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the cost of lowering the watermain on Project 5011 (2), Road 30 at Vero Beach, estimated at \$2,000, be paid by the State Road Department.

#### CONSIDERATION AND ADOPTION OF 1942 BUDGET

The tentative budget of construction and maintenance and the estimate of resources for the year 1942 were placed before the members for consideration.

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED, that the proposed Budget of Construction, Maintenance and Betterment work for the year 1942, in the words and figures following, to wit:

BE and the same is hereby tentatively adopted.

BE IT FURTHER RESOLVED, that the Chairman be and he is hereby authorized and directed to have published in one newspaper in each of the cities of Pensacola, Jacksonville, Orlando, Tampa and Miami, the said proposed budget of work and estimate of resources, together with a notice of the time and place when and at which the Department will hold the public hearing, at which time and place it will hear all complaints and suggestions offered by the public as to any changes in said budget.

BE IT FURTHER RESOLVED, that the Chairman be and he is hereby directed to furnish to each clerk of the circuit court of the State, two copies of said budget of work, together with notice of the public hearing above referred to, in accordance with the provisions of Section 1, Chapter 9312, Acts of 1923.

#### DATE AND PLACE FOR BUDGET HEARING MEETING

On motion of Mr. Hector, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED, that this Department does hereby fix Miami, Florida, as the place where, and February 27, 1942 as the time when the Department will hold public hearing on the budget, at which time and place it will hear all complaints and suggestions offered by the public as to any changes in said budget in accordance with the provisions of Section 1, Chapter 9312, Acts of 1923.

#### ADJOURNMENT

On motion of Mr. Hector, seconded by Mr. Ward, the meeting was adjourned.

Herman F. Gunter, State geologist, has been named emergency coordinator of mines for Florida, by appointment of Governor Holland. His duties will be to certify to OPM all Florida mines which come under priority order.

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## THE HISTORICAL PLACES OF FLORIDA

(Continued from page 17)

The extension of U. S. Highway No. 1 from Miami to Key West is called Florida 4A. Key West is the terminus of the highway and is one of the most unique places in the western hemisphere. It is not an old place, having been founded in 1822, though probably the resort of pirates at a much earlier date, but nevertheless it contains numerous points of interest to students of history. Among these are Fort Taylor, completed in 1834; the Key West lighthouse, first erected in 1825, but rebuilt in 1846; and the Key West cemetery, where many who lost their lives when the U. S. battleship *Maine* was destroyed by an explosion February 15, 1898, lie buried.

All visitors to Key West should visit Dry Tortugas, a small group of keys 60 miles to the west. Here on a small key Fort Jefferson was built in 1846 and within this fort at the close of the Civil War were imprisoned Dr. Samuel A. Mudd and three others charged with complicity in the assassination of Abraham Lincoln.

### U. S. 319 and U. S. 98 with Extension known as State 53

Tallahassee, eighteen miles south of the Georgia line, has been discussed under U. S. No. 1, which 319 crosses in the city limits.

Six miles south of Tallahassee is what is known as "Six Mile Pond," just to the left of the road. During the Civil War there was a camp for the detention of deserters' families. No signs of the camp remain.

At Wakulla village, fifteen miles south of Tallahassee, turn on paved highway leading to the village of St. Marks and Wakulla Rivers, which is the place where Fort St. Marks was erected in Spanish days. The limestone walls of the fort no longer exist and only the barest outlines are to be seen. The Spaniards began using this site as a shipping point as early as 1639. Three wooden forts were erected here prior to 1720, each in turn being destroyed either by enemy attack or by weather and decay. The stone fort was erected about 1740.

Here occurred many historic events, one of the most interesting being the execution of Alexander Arbuthnot and Robert C. Ambrister, two British subjects by the order of General Andrew Jackson, April 29, 1718. The village of St. Marks was removed from the fort to its present site a few years after American rule began in 1821.

Some two miles down the St. Marks from its confluence with the Wakulla, is the site of Old Port Leon, founded in 1838. This was the first terminus of a railroad built from Tallahassee, begun by Governor R. K. Call and associates in 1836. A storm and tidal wave, September 13, 1843, destroyed Port Leon, and the railroad after this time stopped at the present St. Marks village.

The highway crossed the Wakulla River about eighteen miles south of Tallahassee. On the right bank of this stream about three miles down was the town of the Indian chief, Prophet Francis, where in 1818, Malee, daughter of the chief, by her entreaties, saved a young Georgia soldier from being burned at the stake through her father's orders. Later she married the man whose life she had saved.

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About half mile west of the Wakulla bridge crossing on U. S. 319 is a country road leading southward to Wakulla Beach, a distance of nine or ten miles. Some two miles north of this beach, there is a hammock on the right, or west, side of the dirt road in which is a group of eight Indian mounds. Where this hammock now is is believed to be the site of the Indian village of Aute, where Narvaez and his starving Spanish followers found abundant food in 1528.

Apalachicola, 83 miles southwest of Tallahassee on U. S. 319, was for many years the home of Dr. John Gorrie, reputed inventor of machinery for making artificial ice, and one of Florida's representatives in Statuary Hall, Washington. In Gorrie Square, Avenue D and Sixth Street, Apalachicola, there is a monument to Dr. Gorrie.

About fifteen miles up the Apalachicola River from the city of Apalachicola, situated on U. S. No. 319, is the site of the famous Negro Fort, which was destroyed by a "hot shot" which exploded a powder magazine July 27, 1816. The shot was fired from an American naval vessel in the Apalachicola River. The Negro Fort was a short distance from the east bank of the stream.

Port St. Joe, twenty-nine miles southwest of Apalachicola, is almost exactly on the site of the boom town of St. Joseph, founded in 1835 in territorial days. Near the bay on which Port St. Joe stands, the French in 1718 built a fort which they called Crevecouer, meaning "broken heart." A little later

the fort was given to the Spaniards on the claim that it was in their territory. A little later, it is claimed the Spaniards established a short-lived mission here.

The first Constitution of Florida was prepared in St. Joseph, by a convention meeting there from December 3, 1838 to January 11, 1839. A monument to the members of the convention stands about one-half mile east of the present Port St. Joe.

Panama City, about thirty-eight miles west of Port St. Joe is on St. Andrews Bay. Within the city limits, the Confederate government had salt works valued at \$2,000,000 in operation during many months of the Civil War.

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Jacksonville has been mentioned in discussing historic points on U. S. No. 1.

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Orange Park, fourteen miles up the St. Johns from Jacksonville, stands on land granted by Spain to Zachariah Kingsley, a wealthy man with a negro princess for a wife, in 1790. Kingsley had a plantation largely within the present town and Kingsley avenue was named for him.

A few miles above Palatka on the St. Johns stood the place known as "Rollestown" during the British period, 1763-1783. Dennis Rolle, a British subject received a grant of 40,000 acres from his government and brought many people to work on his estate, but the experiment proved unprofitable.

Sanford, 128 miles southeast of Jacksonville, had its beginning during the Seminole War when Fort Mellon, whose site is now marked by a stone monument, was built. After the war ended in 1842, the place began to be called Mellonville and later it became the county seat of Orange County and so remained for years. The name of the town was changed to Sanford about 1871, in honor of General Henry R. Sanford, who bought 12,000 acres of land in the vicinity.

Maitland, thirty-three miles southwest of Sanford has within its limits the site of Fort Maitland, an important defensive structure erected in 1838, while the Seminole War of 1835-1842 was going on.

Winter Park, thirty-six miles southwest of Sanford was founded in 1858 and then called Lakeview. The city owes its historic importance to Rollins College having been established here in 1885 by the Congregational church, although the college now has no denominational affiliation.

## Highways Within the State

State No. 13 from Fernandina to Cedar Key, a distance of 160 miles, has a number of historic points on or near it.

Fernandina had its beginning in Spanish days, but after a short-lived mission was established before 1600, it was soon given up and was unoccupied for much of the time prior to 1800. From 1808 to 1818 it was one of the busiest places in the southeast. During this period the occupied part was what is now called "Old Town," just north of the present city. Here came in 1817, the Scotch adventurer, Gregor McGregor, with a force which took the town from the Spaniards. McGregor left for Nassau in a few months and was followed by Luis Aury, a French freebooter. An American naval force demanded and received Aury's surrender, December 23, 1817.

The Fort Clinch State Park, two miles from Fernandina on north 14th street, is named for Fort Clinch, whose construction began in

1847 and was completed in 1861. Near Starke, 75 miles from Fer-

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nandina, Captain J. J. Dickinson in 1864 defeated a Federal force. At Gainesville, twenty-seven miles south of Starke, the Federals sustained another defeat at the hands of Captain Dickinson.

Five miles south of Gainesville is what is known as Payne's Prairie, known as "The Alachua Savanna" when William Bartram visited it in 1775. At that time, the savanna was cultivated by the numerous Seminoles living around it. Years afterward it became filled with water, making a vast lake, on which between 1870 and 1880 steamers are said to have run. A few years ago practically all the water ran out of the prairie, killing many fish.

Cedar Keys, at the end of the highway, first became important during the Seminole War of 1835-1842, when the Federal government used it as a base of supplies for the army.

**State No. 31, U. S. 441, State No. 23—Waldo to Plant City**

Ocala, forty-four miles from Waldo is named for an ancient Indian district known as Ocali and when De Soto passed through in 1539 it was one of the most productive districts of Florida. Three miles east of the city stood Fort King where an Indian agency was maintained during territorial days. It was in this fort that Osceola is said to have stuck his knife in a table and remarked, "This is the only treaty I will ever make with the whites."

**State No. 8, State 18, State 161—Fort Pierce to Bradenton**

Okeechobee, thirty-six miles southwest of Fort Pierce, is near the famous battlefield of Lake Okeechobee, where on December 24, 1837, a fierce battle was fought between Federal soldiers under Colonel Zachary Taylor and the Seminoles.

Near Manatee, 155 miles from the beginning of this route, are the ruins of Braden Castle, erected about 1850 by Dr. Joseph W. Braden. Dr. Braden was one of the leading early settlers of Leon County, but the failure of the Union Bank of Tallahassee involved him so greatly that he moved to the present Manatee County between 1840 and 1850 to start life over again. Bradenton, the county seat of Manatee County, was named in his honor.

**Some Historic Places  
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About 84 miles south of Miami on the paved highway to Key West, State No. 4A, the traveler comes within sight of Indian Key, ac-

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cessible only by boat. Here in 1840 Dr. Henry Perrine, who was making experiments with the cultivation of tropical plants, was massacred by Indians. Here 400 shipwrecked Frenchmen are said to have been put to death in 1755.

From a highway running from Quincy to Bristol (Quincy is on U. S. No. 90) about thirty miles south-east of Quincy is a dirt road leading westward to the Apalachicola to Torreya State Park, a park of several hundred acres named for a distinctive tree of the section. The Torreya tree was discovered by Hardy Croom of North Carolina during territorial days and named for a celebrated botanist by the name of Torrey.

Overlooking the Apalachicola River in the park is Neal's Bluff from which one looks down 155 feet into the stream below. From west of the river has been moved an ante-bellum plantation house known as the Gregory Mansion. This will be used as a museum.

At Marianna on U. S. 90 one can get direction to Chipola Caverns State Park reached by a dirt road. The caverns, extending for an undetermined distance underground, possibly several miles, are gradually being opened to sightseers and are already electrically lighted for a considerable distance.

The Chipola River runs under a natural bridge in the park. General Andrew Jackson in his march from St. Marks to Pensacola in 1818 crossed the Chipola on this bridge, while according to John Lee Williams' History of Florida, many Indians were hiding from Jackson in the caverns below the bridge.

Florida tourists wanting to visit the Seminole Indians should get directions at Fort Lauderdale on U. S. Highway No. 1 to Dania, where the

United States has an Indian agency. Before going into the Indian country, one should read U. S. Senate Document 314, 71st Congress, Third Session, by Roy Nash (this can be obtained free by writing your U. S. senator) which gives much information concerning present day Seminoles. A small Seminole village can be seen at Everglades, county seat of Collier County, on the Tamiami Trail leading from Miami to Fort Myers.

One can by no means give a com-

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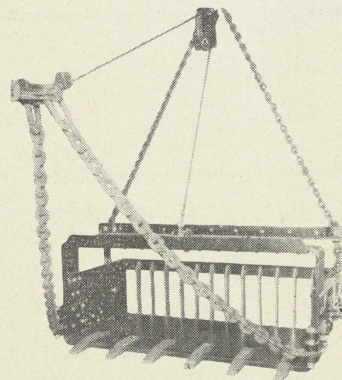
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plete list of Florida's historic points in an article like this, but what I hope to do is to get historically minded tourists interested. They will soon learn to find out other points for themselves.

### **Opens New Offices At Lakeland**

Indicative of progressive sales and service methods, The Florida-Georgia Tractor Company has just opened new offices and warehouses in Lakeland and Miami to enable them to better serve their customers in these districts. With its office at Jacksonville, this company is now centrally located to all parts of Florida.

A. E. Finley is president of this company and the sales managers at the different branches are: at Jacksonville, O. C. Johnston; at Lakeland, H. F. Mason; and at Miami, H. J. Midgett.

### **TEACHERS SHOULD HELP**

Florida teachers should back tax assessors and collectors to the hilt, according to a statment by Superintendent of Public Instruction Colin English to school principals in annual conference in Gainesville recently. He declared that proper assessment and collection of taxes under the 1941 legislative program will mean much to Florida schools and school teachers.

### **COUNTIES CAN BUY BONDS**

United States defense bonds may be purchased from sinking funds of county road and bridge districts, rules Attorney General Tom Watson. The opinion was given the State board of administration following request of the Polk County commissioners for authority to purchase \$50,000 in bonds.

### **44,000,000 PINE SEEDLINGS PLANTED**

*(Continued from page 15)*

dusted with chemicals. These and other duties make up the trials and tribulations of the trained forest nurseryman in charge.

In 1933, land was purchased 3 miles east of Olustee, on the Jacksonville-Lake City highway. The property has a mile frontage, both north and south of the highway, and also fronts on the Seaboard Air Line Railroad.

With the help of the Civil Works Administration and later the Federal Emergency Relief Administration, land was cleared and prepared

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and buildings started in December 1933. An office, heeling-in shed, pump house, seed house, nurseryman's residence and garage were constructed. An overhead irrigation system was installed for watering the seedbeds.

Later the Florida Forest and Park Service, with the help of the CCC boys built two cone storage sheds, a new packing and heeling-in shed, a large pump house and water tank and doubled the size of the irrigation system. It is now one of the most modern and attractive forest nurseries in the South.

In 1938 the Federal government turned over to the Florida Board of Forestry and Parks the old resettlement project now called the Blackwater River State Forest. A well-developed nursery was included in this transfer. Seedlings are raised and distributed from Munson for west Florida.

The Federal government, through terms of the Clarke-McNary Act, aids the State with a substantial allotment for the growth and distribution of forest planting stock to farmers. This varies from \$1,800 to \$2,600 annually.

After a season in the nursery the seedlings will average from 8 to 14 inches tall and, when they harden and become dormant, are ready for planting. The trees are dug, culled, counted and packed carefully in bundles with wet moss on the roots. They are shipped in waterproof paper and burlap by express or packed in wet moss in truck bodies at the nursery. Payment for the trees must be made in advance, and the price is \$1.75 per thousand, picked up at the nursery, or \$2.35 per thousand delivered to the nearest express office.

Through the five district offices of the Florida Forest and Park Service at Panama City, Tallahassee, Lake City, Ocala and Lakeland, landowners may receive assistance in the reforestation program. Trained and experienced foresters are available to instruct and supervise the beginning of a planting. Planting irons or dibbles are loaned, on which a deposit is required, to assist and speed up the planting.

The landowner must supply the

labor and someone to supervise the planting after the forest officer has left. A shallow furrow is recommended to line up the planting crew, make planting easier and faster and to get a better survival.

No cultivation or fertilizer is needed, yet protection from fire is essential. Plowed firebreaks, 16 feet wide around the plantation, or 2 breaks, plowed 30 to 60 feet apart and the rough burned off in between, will give good outside control. Interior firebreaks 8 to 10 feet wide are desirable.

Goats and sheep will nip off the tops of young seedlings, and seedlings should not be planted where these are present unless fenced.

Cattle cause only slight damage to young trees.

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with rapid growth of forest trees on unburned land. Foresters from the north and east, when visiting here, are astonished at the growth made particularly by slash pine. The first year or two following setting out, the plants are getting established and are developing branches—no great increase is noted during this period. However, from 12 years of experience, it is safe to say that growth will be from 2½ feet to 4 feet per year in height and from ½ inch to 1 inch in diameter. Diameter measurements are taken at 4½ feet above the ground, commonly called D. B. H. (diameter breast high).

Old-field land or disturbed soil will produce better growth than cut-over land. The increased growth from old-field land over woodlands is from 20 to 30 percent. Some landowners recognizing this, disc or double plow strips in the wire grass to speed up on tree growth. This preparation of the land is usually completed 6 to 8 weeks before planting.

Landowners who planted slash pine 12 years ago expect to turpentine part of the plantations in 1 to 3 years. Minimum turpentine size is 9 inches in diameter breast high. This represents the growth of some of the best plantations set out in old fields.

With the advent of pulp mills, an earlier income can be obtained by selling pulpwood from thinnings. This market does not bring in high returns but more than pays for thin-

ning, which is of benefit to the remaining trees. Bolts of wood should be not less than 4 inches in diameter at the small end in order to be acceptable at the pulp mill.

Close plantings, such as 8 by 8 feet, require 680 trees per acre and cost about \$3.75 per acre. Wider plantings, say 12 by 12 feet, only take 305 trees per acre and can be planted for about \$1.85 per acre. Land value, taxes, fire protection and planting costs are all part of the investment in growing timber.

Pulpwood thinnings, leases from turpentine for two successive cuppings, and the final sale of saw timber and pulpwood represent the earnings from plantations. Deducting costs from income, the profits per acre per year are between \$1.50 to \$3.00 per acre.

Timber grows in volume and value regardless of the depression—planted pines pay!

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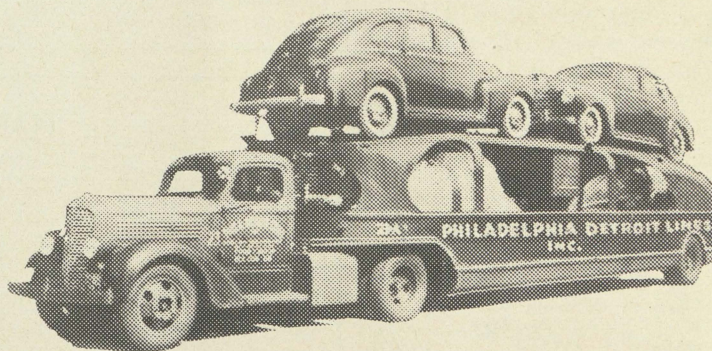
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## FLORIDA ON PARADE

(Continued from page 14)

that they could present a creditable show without the assistance of northern entries.

As usual, Florida State Fair's mammoth poultry show will display approximately 5,000 birds, including wild fowl. A companion show will be the annual egg exhibit by the Future Farmers of America where over 800 dozen will be shown in competition.

The greatest honey show in the world, 30 tons displayed in uniform glass jars and representing 14 varieties, unmatched in any other area in the universe, will contribute to the magnitude of the foods display.

So much for agriculture and its important position in Florida's great wealth show and then comes related interests, flowers, educational work, art, feminine handicraft and dozens of other factors that all figure in the magnificence of Florida.

Proving that Florida housewives are not idle is the great handicraft show where thousands of articles that bespeak the industry and dexterity of the women of the State are shown in beautiful array. It will be the biggest show in history, Mrs. Y. R. Beasley, superintendent advises, possibly the biggest feminine handicraft show in America.

Equally as big will be the annual floral exposition where every bloom indigenous to the State will be displayed in profusion. Individual growers with their hobby plants, landscape artists with magnificent designs, florists depicting their cleverest art, all will combine to

produce the State's biggest ensemble of floral culture.

As usual Florida schools will be represented, bringing home to parents in an impressive way the modern educational system and displaying the work that is being accomplished by young Florida. State institutions will also be represented with the displays of the work achieved by patients and inmates.

While the prime purpose of the Florida State Fair is to exploit the agricultural assets of the State, hardly would the exposition be complete without entertainment, so in this department the association has again contracted for a wealth of National features.

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## FLORIDA'S SCHOOL TO STOP CRIME

(Continued from page 9)

Until supper the girls are free—under the watchful eye of the house mother.

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Curfew is at 8:00.

Leaving this steady program of good food, regular hours and healthful activities, paroled girls are better equipped than at any other time to find the road of good citizenship.

\* \* \*

And many of them do "make good." Forgetting the failures in this program of human observation, the school remembers its success.

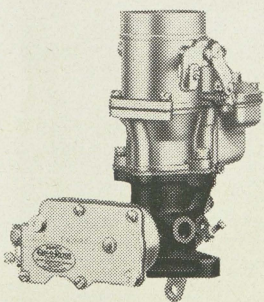
There is the little "jook" girl who is now in training for army nursing. There is the unmarried mother who is now a clerk in a county office. There is the incorrigible daughter who is now attending business college.

Letters like these reach the files: "I am working for Dr.———, as his nurse and assistant."

"I made my home with Judge and Mrs.——— until I married in 1937. I became a licensed beautician."

"Mary and I have good jobs at a drive-in stand. We are making good, and being good, too. No one knows what the school has done for me. I have been out now one year and two days and admit I sometimes feel like catching a bus and coming back."

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\* \* \*

Yes, a school to stop crime . . .

A school that is all-out in a fight for good citizenship. That is the story of the Florida Industrial School for Girls where 100 girls have come to a stop-sign on a road of juvenile delinquency . . .

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Wines and beers having an alcoholic content of 3.2 percent by weight went into the intoxicating beverage class last month, under ruling of Attorney General Tom Watson to the beverage department and State labor inspector. The opinion was given in an interpretation of the child labor law which prohibits employment of persons under 21 years of age in places selling intoxicating liquors, to include places selling wines and beers of the given alcoholic content.

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## SOUR NOTE IN SUGAR PRODUCTION

(Continued from page 13)

laterals available for the farm roads.

Gyro-tilling follows decay of the plowed-under vegetation. This is done with a rotary plow which aerates the soil and permits it to accept fertilizers. Light harrow discing brings the surface to ground level after which it is "mole plowed," an operation which assists water percolation and aeration through the soil.

Each 80-acre tract is analyzed for fertilizer requirement and to determine the variety of seed cane to be used prior to the planting season (August and September). Seed stalks of three to four-eye length are dropped into furrows in a continuous line, each piece overlapping the next by one-third of its length. One unit in operation will fertilize, cover and pack fifty acres in a nine-hour day but the actual planting of the seed pieces is done by hand, a crew consisting of 180 men, nine tractors, the covering unit and 24 five-ton cane wagons.

Several cultivations are required after planting before the cane closes in to shade the ground and prevent growth of weeds. Cane planted in August and September will be harvested in October of the following year. Cutting can be made throughout the year although this is not possible during some months because of the rains. How many cuttings can be made from one planting is not known but as many as 10 to 12 ratoons have been obtained in some fields. Improvements made by the USSC indicate that it is presently profitable to replant about every fifth year. In some cane-growing areas it is necessary to re-

plant after each cutting. In Louisiana it must be replanted after two cuttings while in Cuba it has been known to stand for 20 cuttings.

Cane is cut close to the ground, stripped of leaves which are left to build up humus in the soil, cut into four-foot lengths and loaded on cane wagons—huge baskets capable of holding five tons of cane—mounted on crawler type wheels and handled in "trains" by large tractors. Hoists remove the cane from the wagons, weigh it and transfer it to the railroad car bound for the sugar house in Clewiston.

The Clewiston sugar house of the USSC is the largest raw-sugar house in the United States, with but few in the world exceeding its output and none exceeding it in efficiency

of operation. It requires at least 6,000 tons of cane per day.

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From the scales the railroad car is moved to an hydraulically operated tilting table where, after being turned partly on its side, the contents are emptied into the cane receiving pit. From the cane receiving pit the cane moves rapidly, by means

of conveyors, to slashing knives which shred it, and then to the crusher rolls, where about 60 percent of the juice is extracted. After leaving the crusher rolls the crushed mass of fibre passes through a "train" of six sets of three rollers each, known technically as a "tandem," in which most of the remaining juice is extracted. The fibre, or "bagasse," which remains after the juice is extracted is burned as fuel under the boilers to supply the power for operating the sugar house and the steam used in the processes. The use of this waste product for fuel is so efficient that it is usually necessary to use other fuel only on the first day of the harvest.

From the crusher rolls and "tandem" the juices are passed through a liming treatment, to correct alkalinity, and brought to boiling point in juice heaters, after which the juices are "clarified" in huge continuous clarifiers. The clarification method in use in the Clewiston sugar house is known as "compound clarification" and as it is in use in the most efficient raw sugar houses a brief, nontechnical explanation may be of interest. Juices from the crusher and first three sets of rolls go to the "primary clarifier" and thence are passed along for further treatment as described hereinafter; hot water is sprayed on the fibre mass just ahead of the fifth and sixth sets of rolls and the juice extracted at these stations is sprayed on the fibre mass just ahead of the fifth and sixth sets of rolls and the juice extracted at these stations is sprayed on the fibre mass just ahead of the fourth set of rolls; juice extracted at the fourth station is passed through the "secondary clarifier" and then sprayed on the fibre mass just ahead of the first, second and third sets of rolls, thence

passing to "primary clarifier" along with the other juice extracted at these stations. The basic reason for these resaturations of the fibre is the same as that employed by the reader when he wishes to dry out a sponge—he will, after each squeeze, let the sponge reabsorb a quantity of water, less than that previously expressed, so as to aid in eliminating the water remaining in the sponge.

From the primary clarifier the juice is passed to the multiple evaporators, which are operated in series, where the water is evaporated, and the heavy syrup is then passed to the vacuum pans. In the vacuum pans the heavy syrup is boiled to

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"crystals" or grains and thence sent to the centrifugals. The "three massecuite system" is used in the Clewiston sugar house ("massecuite" means "cooked mass"). The syrup from the evaporators is boiled with the purged third sugar and when ready for purging is known as first massecuite; molasses separated from the crystals in the process of purging is known as first molasses, which is reboiled with third sugar as a base and when ready for purging is known as second massecuite; the molasses purged from second massecuite is called second molasses. Second molasses is boiled with a base of grains that has been formed from syrup and is known as third massecuite when ready for purging. The results of this final purging are third sugar (the base for the first and second massecuites), and third, or final, molasses, which latter contains all of the impurities not removed by clarification and filtration and is the by-product known to the trade as "blackstrap."

The very heavy massecuite, from the three separate operations just described, is passed to "centrifugals" in which the sugar is purged of the various types of molasses described in the preceding paragraph. This machine is essentially a perforated drum or basket, quite aptly likened to the kitchen colander, which revolves at high speed within an iron casing; the centrifugal force thus created spins the molasses off the sugar crystals, leaving the sugar within the basket while the molasses passes into the iron casing; after being purged from the sugar the molasses is returned to the operations already described, as is likewise the sugar from third massecuite; sugar from first and second massecuites is conveyed to storage hopper.

From the raw-sugar storage hopper the sugar passes through an automatic weighing device which weighs out units of 325 pounds each, which are dropped into large burlap bags, the weight checked, the bags sewed up and either placed in storage or loaded into box cars for shipment to refinery.


Much has been said about labor conditions in the South and one National magazine a few months ago carried an article on the "jukes" of the Everglades area. However, its author failed to get the true picture of the labor situation in the cane-growing areas and particularly that of the USSC labor situation.

The relatively high wages paid and the treatment accorded labor in the Everglades plantations has brought commendatory comment from many quarters. The labor policies of the USSC are ably presented in a statement by Clarence R. Bitting, president, as follows:

"To accomplish the aims we set for ourselves, namely, a successful sugar-producing property in the Everglades, we knew that one of the first objectives had to be a satisfied, healthy, happy field organization. As most of the work during the harvest was on piece-work rates we made slight increases in these rates; knowing there were right and

wrong ways and methods of cutting and loading cane, we hired an expert to teach the men proper working methods, which instruction is now continued through the group leaders; without further changes in

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the piece-work rates the men were enabled to double their daily earnings, and we made no attempt to cut wage rates. We rebuilt the villages so we now have weather-tight cottages, the exteriors of which are sheathed with grey-white asbestos shingles; to improve village appearance we offered prizes for the best lawns, flower gardens and vegetable gardens. As we do not permit child labor, we insisted that the children attend school.

"These aims were not achieved overnight, nor were they achieved without costs; we knew it would take time and cost money. The time has been well spent and the money cost has paid excellent dividends. Today we have a happy, healthy, contented labor force with a turnover that would make many able industrialists green with envy.

"Agricultural operations of the USSC are spread over a fifty-mile front, around the eastern and southern shores of Lake Okeechobee. To serve these operations and keep the employees close to the center of their activities it is necessary that provision be made for housing and maintaining employees throughout the property. The plantations are not in one solid block, but are interspersed with the cane and vegetable plantations of numerous independent growers; several good-sized towns, ranging upwards to 5,000 inhabitants, are located within the general area.

"Plantation employees reside in eleven villages strategically located throughout the property. Besides clean, sanitary, weatherproof cottages, each village contains accom-

modations for single employees, office, store, shop and equipment sheds, as well as schools, churches, recreational and first aid facilities. Employee hospitals are maintained at Clewiston and Canal Point. The plantation villages, actually small towns in themselves, have attracted much favorable comment from official and casual visitors, not only on their sanitary conditions and attractive appearance, but on the many conveniences provided.

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varying from a low of \$2,500 in some years to as much as \$12,000 in other years. The stores are operated on a strict cash and carry basis without compulsion of any kind on employees to patronize them. The sole purpose is to insure availability of good merchandise at reasonable prices.

"Recreation and opportunity for companionship are important elements of life in a plantation village. Movies and home-talent entertainment are regular features; plantation boxing and interplantation bouts are also regular features which often take the entire population of a village on a visit to another village; inter-plantation baseball and football leagues make Sunday afternoons a joyous occasion. Pool, checkers, dominoes and bridge help to while away rainy afternoons. The village choral societies, of mixed voices, are establishing an enviable reputation for their rendering of negro spirituals. The religious instincts of employees and their families are given full opportunity to develop.

"The harvest celebration, or barbecue day, is the big event of the year. On this day, following the close of the harvest, many and varied prizes are awarded—for length of service, daily turn-out for work, care of equipment, best record in various and sundry instances. Athletic events are held and numerous prizes awarded in connection therewith. The big event is the barbecue, usually personally cooked by the plantation overseer. On last barbecue day more than 22,000 plates were served on all the plantations.

"The cash wages received by the workers are thus but a part of their compensation; they also receive,

without any charge, the use of a well-built, weather-tight, sanitary cottage; fuel; running water; outside laundry facilities; space for vegetable and flower gardens; medical care and hospitalization, for employees and members of their families, except care and hospitalization for 'social accidents'; churches, schools and community facilities built and maintained by the corporation; entertainment and recreation, conducted by experienced and capable persons employed solely for such work; modern and clean stores; full protection and benefits of the State compensation statutes, to which the corporation voluntarily subjected itself; participation in a wage dividend fund, and eligibility to win a number of valuable annual prizes. In addition to all these perquisites,

the average cash wage of harvest workers during the past harvest was well over \$2 per day; the better

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workers exceeded \$3 per day. The day is nine hours over-all, which means less than eight hours actual working time.

"We have tried various methods of wage payments, including weekly, semi-monthly, and the use of company money. Our present methods have been found the most satisfactory. Each employee is entitled to draw down \$2 on Mondays and Wednesdays and \$3 on Fridays; additional withdrawals or advances can be had upon written order of the plantation overseer. On the first Saturday of each month final settlement is made in cash for the previous month's earnings. In this way the employees have what they need for their day-to-day expenditures, and when pay day rolls around they have sufficient funds so they are interested in using a part to buy things for the family and saving the balance; many employees have postal savings accounts and others, particularly the seasonal workers, buy money orders to send home.

"The explanation of employee relationship has so far dealt exclusively with colored employees because approximately 90 percent of the employees are negroes. The white employees, mostly skilled mechanics, timekeepers, foremen, storekeepers, overseers and clerical force, also receive their share of attention.

The center of their social life is the Clewiston Inn; they have their own barbecue day at the sugar house, with dancing in the evening; the Clewiston baseball team plays throughout south Florida, and the Sugarland Band, consisting of company employees, has long since ceased to fear radio broadcasting.

"Another group closely allied to our operations consists of independent farmers having part of their acreage planted to sugarcane and holding contracts for the sale of such cane to the corporation. The price paid for cane is determined by its sugar content and by the quoted price for raw sugar. These independent growers have full access to our research and development work and freely call upon our various experts for advice, counsel and guidance. In smaller groups, whose operations are contiguous, they cooperate in the purchase and use of the more expensive units of equipment. Under this method these farmers have all the advantages of large-scale operation, and as a result they are consistent money-makers."

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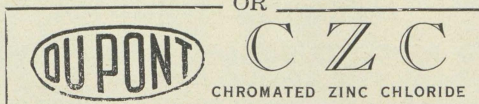
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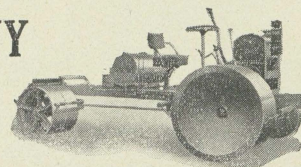
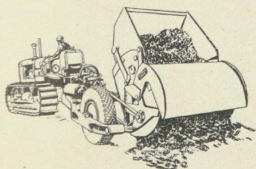
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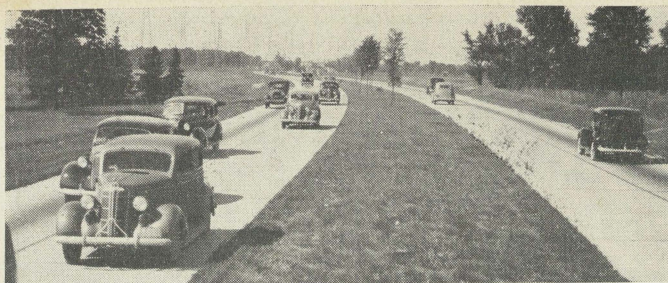
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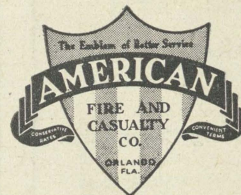
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